

ABSOLUTE PROOF

That Pepperell's Cove
Should Be Dredged

FURNISHED BY AN ARRAY
OF FACTS

List of the Vessels That Have Met
Disaster There

IMPRESSIVE TOTAL THAT IS ITSELF THE
STRONGEST ARGUMENT

Following is a list of vessels which
have met disaster during the last few
years in Pepperell's Cove through
lack of a proper shelter there. The
list makes no claim to completeness,
but even those recorded present an
array convincing enough that the
cove must certainly be dredged. Dur-
ing the first part of the time covered

here only the most serious disasters
are given.

Schooner S. and B. Small of 128
tons dragged ashore at Fort McClary
in a southeast gale through lack of
a proper shelter from wind in this di-
rection, Nov. 16, 1875. Valued at
\$2,000. Totally wrecked.

Schooner Fairfield of ninety tons,
wrecked March 21, 1876, in the same
place during a southeast storm.
Valued at \$1,500; total loss.

Schooner Polly of forty-eight tons
stranded in the same place on Dec.
27, 1890, in a southeaster. After-
wards floated. Valued at \$800; dam-
age \$200.

Schooner George A. Leland of
ninety-four tons, lime laden, struck
on Logy Ledge Dec. 17, 1891. Cargo
caught fire through leak and vessel
scuttled. Afterwards raised. Valued
at \$2,000; damage \$1,000.

Schooner Alaska of fifty tons
stranded on the same ledge Novem-
ber, 1894, and cargo of lime caught
fire. Vessel and cargo valued at
\$1,000; loss \$500.

Schooner Nathan Lawrence of 770
tons stranded on flats Feb. 8, 1895.
Necessary to lighter cargo of coal be-
fore floating. Valued at \$22,000;
loss \$2,000.

Schooner T. W. Allan of 113 tons
went ashore on Fishing Island ledge
at southwest end of cove, Feb. 10,
1899. Floated by tug. Valued at
\$1,000; loss \$50.

Schooner Pluribustah of nineteen
tons dragged ashore in a gale Jan.
27, 1900. Valued at \$1,000; no dam-
age.

Schooner Etta A. Stimpson, 268
tons, dragged ashore in a southwester
June 27, 1900. Valued at \$4,000;
no damage.

Yawl Yram of ten tons dragged
ashore in a southwester Sept. 12,
1900. Valued at \$2,000; no damage.

Schooner Lizzie W. Hunt of nine
tons dragged ashore during same
breeze. Valued at \$1,000; no dam-
age.

Schooner Mary Brewer of eighty-
nine tons dragged ashore in south-
easter Nov. 8, 1900. Valued at \$1,000;
loss \$10.

Schooner Lizzie W. Hunt of nine
tons dragged ashore Nov. 10, 1900;
no damage.

Schooner Clara B. Kennard, sev-
enty-nine tons, dragged ashore in
same breeze. Valued at \$2,000; no
damage.

Schooner Frank G. Rich of seventy-
two tons grounded on Fishing Is-
land ledge Dec. 31, 1901. Valued at
\$2,000; damage unknown.

Schooner James R. Clark of sixty-
six tons grounded on flats same day.
Valued at \$5,000; no damage.

Schooner James A. Brown, 198
tons, grounded on flats Jan. 28, 1902.
Valued at \$3,000; no damage.

Schooner Morris and Cliff, 122 tons,
grounded on Logy Ledge Feb. 16,
1902. Valued at \$3,000; no damage.

Schooner Samuel Castner, Jr.,
239 tons, grounded on flats Aug. 22,
1902. Valued at \$3,000; no damage.

Schooner William F. Campbell, 211

(Continued on page five.)

FUSSY GOVERNOR

KITTERY LETTER

Newsy Items From Across
The River

MISS ELIZABETH COLLINS
MAY RECOVER.

Terrible Injury May Have Been Result
of Accident.

GOSSIP OF A DAY COLLECTED BY OUR
CORRESPONDENT

Kittery, Jan. 21.
Miss Elizabeth Collins, the young
woman who on Saturday was terribly
wounded by a shotgun, has slightly
improved and Dr. J. D. Carty has
hopes of her recovery.

A belief has been expressed that
the unfortunate affair was an acci-
dent.

The heavy charge tore off the left
breast, with several ribs and part of
the lung and laid bare the heart.

Miss Collins graduated from Kittery
High School in 1904 and is one
of the town's most highly respected
young ladies.

She had been employed at the Or-
man House, but was forced to give
up her position on account of ill
health.

The nominating committee of five
appointed to select officers for the
Kittery Yacht Club met on Friday
evening at the home of Joseph Keen
at The Intervene, and reported having
nominated the following officers:

Commodore, H. E. Currier, sloop
Tuisco;

Vice Commodore, T. Burton Hoyt,
launch May;

Fleet Captain, Alfred Googins, who
has a launch under construction;

Treasurer, Charles F. Hussey,
launch Forty Lane;

Secretary, Fred M. Stacy, launch
Glu Plizz;

Flag Officers—H. E. Currier, T.
B. Hoyt, A. Googins;

Directors—R. L. Boyd, John Hol-
man, Albert Billings, George Terry,
John Tilton, Herman Windrich and
the flag officers.

The building committee will deliver
its report at the next meeting, to be
held on Tuesday evening, Jan. 29.

New applications for membership
are being received constantly.

Herbert E. Howland is passing a
short vacation from his duties at
Newport, R. I., with his family here.

Ralph E. Bennett has returned
from a short stay in Lewiston.

Albert Brown of Amesbury, Mass.,
passed Sunday with his parents, Mr.
and Mrs. William Brown of The In-
tervene.

A regular meeting of Riverside
Lodge of Odd Fellows will be held
this evening.

Under the breath of a warm south-
west wind, which gave Sunday a
most Springlike feeling, the snow
and ice disappeared as if by magic.

Stedding is completely ruined and
much of the ice in creeks and coves
has melted. Until the ice in the
roads melted on Sunday morning,
traveling on foot was pretty precar-
ious business.

Samuel Johnson is building him-
self a twenty-foot launch which will
be called the Witch, and which will
be an exact counterpart of the Hope,
last completed by him for Albert
Billings of Kittery Point.

The schooner Mabel E. Goss ar-
rived today from Boston with a
cargo of cut stone for Whilton and
Haynes, contractors for the steam

engineering boiler shop at the navy
yard.

Kittery Point
Mrs. Mary Lawrence is severely
ill at her home in Pepperell House
lane.

Ralph Plaisted of Amesbury, Mass.,
passed Sunday with his parents,
Mr. and Mrs. Henry F. T. Plaisted.

Mrs. Edwin Cooper passed Satur-
day with her mother in Portsmouth.
A heavy southwest chop prevailed
outside on Sunday.

Walter Delano of Dover was a
visitor in town today.

A dispatch appeared in some of
the Boston Saturday evening papers
to the effect that schooner John I.
Snow, ashore at Portsmouth Beach,
N. H., would be a total loss. This
should have read Portsmouth, N. C.

The Snow, which has frequently
been in this harbor was a very hand-
some white three-master of 196 tons.
She was owned by Israel L. Snow
and Company of Rockland.

Mrs. Alice Foye has moved from
the house of John Glawson to that of
Mrs. Annie Grace.

Clarkson's pond has been a busy
place for the past few days, resem-
bling the Kennebec River ice harvest-
ing. Frisbee Brothers and J. C.
Cutts have both been getting out
large crops. The ice is of splendid
quality, but Sunday's warm weather
somewhat lessened its thickness.

Schooner Massasoit landed 3,500
pounds of market cod at the Kittery
Fish Company's wharf on Saturday.

Arthur C. Gunnison passed Satur-
day in Boston at the exhibition of the
Boston Poultry Association.

OPINIONS OF THE PEOPLE

Patriots' Day
To the Editor of The Herald:—The
Patriots' day idea is a good one, but
why not choose some day that would
appeal more strongly to the people
of New Hampshire? New Hampshire
was in the American Revolution from
start to finish and there were events
in that seven years of war that mean
something in the history of the state,
among them the capture of the pow-
der at Fort William and Mary, the
action between the Ranger, a Piscat-
qua built ship, and the Drake, the
saluting of the American flag on the
Ranger by the French squadron, the
battles of Saratoga, Trenton, Mon-
mouth, Bennington and many others.
If we are to have a Patriots' day, let
us by all means have a real New
Hampshire Patriots' day.

A Plea for April 24
An appropriate date for the ap-
pointment of Patriots' day in New
Hampshire, which matter is now be-
fore the Legislature, would seem to
be April 24, this date being the an-
niversary of the action between the
Continental ship Ranger and the
Drake, the Ranger, a Portsmouth
built ship, manned by a crew select-
ed from the Portsmouth and Maine
shores of the Piscataqua. More
than this, the flag under which this
first naval victory was won was made
by the ladies of Portsmouth. Paul
Jones honored New Hampshire in his
lifetime and let us thus do him honor
in the observance of April 24.

Patriots' day is intended to take
the place of our state Fast day, a
Spring holiday, and much historical
significance can be given to the ob-
servance by making April 24 the date.
Ranger Section, United States
Navy League.

WRECKING CREW OUT AGAIN
It looks like another busy period
for the Boston and Maine wrecking
crew from Portsmouth. It was
called out again early this (Monday)
morning by a wreck at Hampton,
where a locomotive left the rails on
one of the sidetracks at the station.

THE WEATHER FOR TOMORROW
(Special to The Herald)
Washington, Jan. 21.—Fair weath-
er is indicated for Tuesday.

It was the second January thaw.

He Wants No Help From America.

Requests Our Men to Leave at Once.

Uncle Sam's Aid is Scorned at King- ston.

AMERICAN AID HAS BEEN REFUSED AT KINGSTON. THE
FRIENDLY HAND EXTENDED BY THE UNITED STATES TO THE
JAMAICAN CAPITAL HAS BEEN RUDELY BRUSHED ASIDE. GOV.
SWITTENHAM, IN A LETTER TO ADMIRAL DAVIS, REQUESTED THE
IMMEDIATE REEMBARKATION OF THE AMERICAN BLUEJACKETS
LANDED TO ASSIST IN THE WORK OF CARING FOR THE INJURED.

SHOCKED AND GRIEVED, ADMIRAL DAVIS FELT THAT BUT
ONE COURSE WAS OPEN TO HIM AND HE AT ONCE RECALLED
THE MEN SENT ASHORE AND HIS SHIPS SAILED FROM THE HAR-
BOR.

GOV. SWITTENHAM SAYS THAT AMERICAN AID IS NOT
NEEDED. HIS GOVERNMENT IS FULLY ABLE TO DO ALL THAT
IS NECESSARY.

The people of Kingston have pro-
tested against the arrogant discour-
tesy of their governor, asserting that
the Americans have given them in-
valuable aid.

Admiral Davis has also counter-
manded the order of President Roose-
velt, dispatching the supply ship Col-
tic, loaded with beef, to Kingston.

A request from Gov. Swittenham
that there be no salute from the
Missouri, Illinois and Yankton be-
cause the people might mistake the
firing for another earthquake was,
through a deeply regretted error, dis-
regarded. Admiral Davis expressed
his regret in the following letter:
"My Dear Governor:
"I beg you to accept my apology for
the mistake of the salute this after-
noon. My order was misunderstood
and the disregard of your wishes was
(Continued on fifth page)

Geo. B. French Co

MANY GOOD BARGAINS ARE ON THIS WEEK AND
OTHER NOTICE OF THEM COMING.

Embroideries

Fine Hamburgs at special prices,
patterns are choice, three lots at.....

7c, 12 1-2c and 19c.

Corsets

Stout people can be fitted with
ease and satisfaction with our "Nemo"
Corset, its excellent shape qualities places
it in popular demand.....

\$1.00, \$1.50 to \$3.00.

Odd lots of many styles of well
known Corsets, formerly priced at \$1.00,
are selling at.....

29c.

A better quality at.....

39c.

Women's Suits and Coats

That were made to make you look
your best, all are now.....

Marked Down.

The Same of Fur Goods

And we are showing some that
cannot be again bought at.....

Our Low Prices.

Children's Furs included in the
sale.

Waists

In Muslin at.....

\$1.00.

The very best in the city at the price.

Desirable Kid Gloves

The "Bacno" Mocha Kid Glove in
Tan color is remarkably good, shown in
full variety of sizes.....

\$1.00.

16 Button Kid Gloves in Glace
Mosquetaire, shown in Black, White and
Tan at.....

\$3.50.

Cashmere Gloves

In the best shades of Grey, Tan
and Black, worth 50c, for.....

39c.

Woven Golf Gloves marked down.

Ladies' Wool Gloves, worth 25c,
at.....

12 1-2c.

Corset Covers

In spite of the general advance in
prices of material we offer 1 Lot Lace
Trimmed Corset Covers at.....

10c.

Night Robes

At special low prices.....

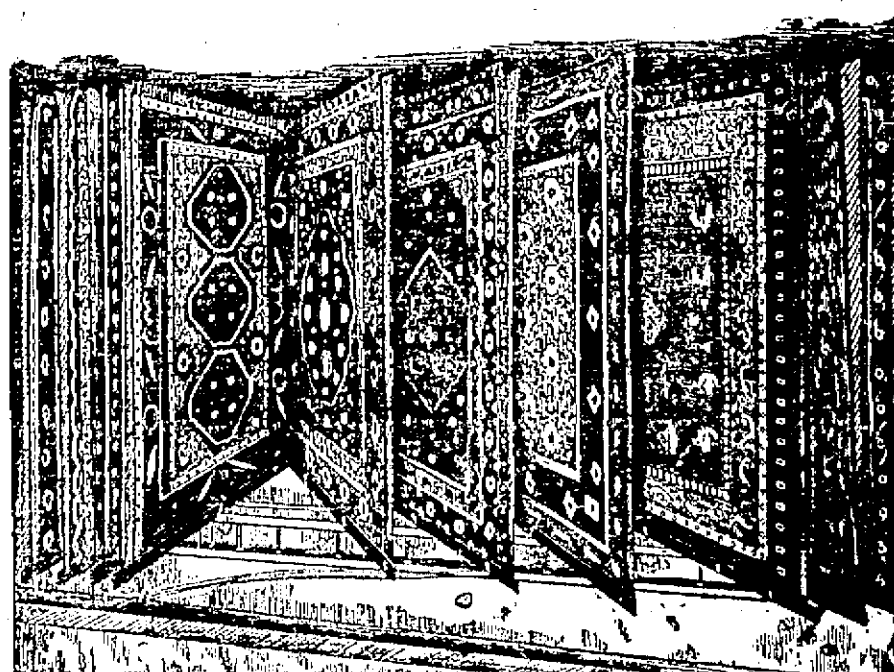
43c, 49c, 59c and 89c.

Skirts, Chemise, Drawers

Of Nainsook and Fine Cotton,
lace trimmed or embroidered at.....

Special Low Prices.

SPECIAL RUG SALE



On THURSDAY MORNING we shall put on sale a lot of Rugs

9x12 feet Axminster, worth \$28.00 for..... \$14.98

This is the greatest rug barg in ever offered in Portsmouth

Our new spring patterns in Rugs are now in. We will make very
low prices during January and February.

9x12 feet, Wilton, worth \$40.00, at..... \$32.50

8-3x10-6 feet, Axminster, worth 30.00, at..... 22.50

6x9 feet, Wilton, worth 20.00, at..... 13.98

36"x72", Axminster, worth 5.00, at..... 3.50

27"x50", " " 3.50, at..... 2.39

January clearing Lace Curtains and Upholsteries

All odd lots---odd pairs---odd pieces

At 1-4 to 1-3 off Regular Prices

The Portsmouth Furniture Co.,
Cor. Vaughan and Deer Streets.

MEET THIS WEEK

Fast Auto Drivers Are To Contest

FIFTH ANNUAL TOURNAMENT AT ORMOND

Meetings Arranged For Every Day Beginning Tomorrow

ALL EVENTS FINISH AT THE CLUB HOUSE IN DAYTONA

Ormond, Fla., Jan. 21.—Over a fifteen mile course, stretching along the perfectly level beach between this place and Daytona, some of the fastest auto drivers in the world will this week contest in the annual record breaking tournament under the auspices of the Florida East Coast Automobile Association. This, the fifth tournament of its kind to be held here, promises to surpass in interest, speed and personality all of its predecessors. Year after year the speed has been increased over the Ormond-Daytona course until when two miles a minute was reached last year it seemed as if that was the limit. Automobiles with the speed mania are not satisfied, however, and this week an attempt will be made to drive machines at a rate faster than 120 miles an hour.

The world's most prominent and daring drivers in the latest racing game are represented in the entry list and have been preparing and tuning up their machines, that range from 90 to 130 horsepower, for the past two weeks, and in the preliminary trials today indications were not lacking that the speed record is likely to go by the board before the present week is ended.

All the most prominent automobile manufacturers of America and Europe are represented among the entries. For the first time in the history of the races here two fast steam cars are entered in the 100 mile contest, and speculation is rife as to their chances of winning. These are the two Stanley steam cars originally built in expectation of running in the Vanderbilt Cup race.

The complete list of the week's events, beginning tomorrow, is as follows:

Tuesday

All events to finish at the club house, Daytona.

No. 1—One mile a minute, flying start, touring cars, for the American championship; each car to carry at least four passengers of an average weight of 150 pounds.

No. 2—One mile, flying start, gasoline cars only.

No. 3—Five miles, standing start, touring cars, designed to carry four or more passengers, listed at \$1500 or less.

No. 4—Five mile standing start, all classes of cars, amateur owners to drive.

No. 5—Five mile, flying start, world's championship record race, all classes.

No. 6—Five miles, standing start, touring runabouts, 5 horsepower or less, amateur owners to drive.

Wednesday

All events to finish at Ormond, except event No. 12, which will be run at Ormond or Daytona as conditions may render desirable.

No. 7—Twenty miles, standing start, with one turn at ten miles, all classes of American touring cars. First three finishers to represent the United States in the International Touring Car Championship.

No. 8—Twenty miles, standing start, with one turn at ten miles, all classes of touring cars made outside of the United States. First three finishers to compete in the International Touring Car Championship.

No. 9—Ten kilometers, flying start, record race, all classes.

No. 10—Ten miles, standing start, all classes.

No. 11—Ten miles, touring runabouts, 50 horsepower or less; amateur owners to drive.

No. 12—Two miles, flying start, two miles a minute speed crown, to be run in the form of time trials. The winner must equal or exceed a speed of 120 miles an hour.

Thursday

All events to finish at the club house, Daytona.

No. 13—One mile, flying start, all classes, for the Sir Thomas Dewar World's Championship Trophy. Present holder, F. E. Stanley, Newton, Mass.

No. 14—One mile, standing start, all classes, for the Sir Thomas Dewar World's Championship Trophy. Present holder, F. E. Stanley, Newton, Mass.

All classes of gasoline cars, amateur owners to drive.

No. 15—Five miles, standing start, touring cars designed for four or more passengers, listed above \$1500, to and including \$2000.

No. 16—Twenty miles, touring car, International Championship, open only to first three cars in events Nos. 7 and 8.

No. 17—Ten miles, handicap, all classes.

Friday

Events divided between Ormond and Daytona.

No. 18—Ten miles, standing start, all classes, amateur owners to drive.

No. 19—Five miles, standing start, touring cars designed to carry four or more passengers, listed at over \$2000.

No. 20—Ten miles, handicap, all classes of touring cars.

No. 21—One hundred miles, standing start, all classes for the Minneapolis International World's Championship Trophy. Present holder, S. F. Edge, London, England. The car must be won twice to obtain permanent possession. In case the number of contestants exceed six the cars will be started one minute apart and the winner will be determined by time instead of by position.

Saturday

To finish at Ormond.

No. 22—Two hundred miles, standing start, International, all classes. At least six entries and four starters or no race. One turn at five miles and every fifteen miles thereafter. In case the number of contestants exceeds six the cars will be started one minute apart and the winner will be determined by time instead of by position.

PILES CURED IN 6 TO 14 DAYS.

PAZO OINTMENT is guaranteed to cure any case of itching, bleeding or protruding Piles in 6 to 14 days or money refunded. 50c.

TELEGRAPHIC BRIEFS

Sutton And Morning Star

Chicago, Ill., Jan. 21.—Devotees of the green cloth game will fill Orchestra Hall tonight to witness the attempt of Ora Morningstar to wrest the 18.2 bulk line billiard championship from the veteran George Sutton. Morningstar, after devoting the most of his time for years to pool, at which game he was recognized among the foremost experts in America, has of late gone in for billiards. His proficiency at the "gentleman's game" has surprised even his most ardent admirers. It was against Sutton himself that Morningstar recently ran 300 points in three innings during a game in New York, when Sutton was practicing for his meeting with Willie Hoppe. While Sutton is naturally the favorite in tonight's contest, but Morningstar is not without a considerable following. The men are to play 500 points for the championship and \$300 a side.

Long Time Fugitive To Be Tried

Corinth, Miss., Jan. 21.—At the term of the circuit court which convenes today William Wroten, who successfully eluded the officers of the law for over three years, will be placed on trial for the murder of his wife. Domestic troubles had led to the separation of Wroten and his wife. On December 3, 1903, the dead body of Mrs. Wroten was found on the roadside. There was a gunshot wound in her breast and her throat had been cut. Wroten was suspected of the crime as he was the last person to have been seen with the murdered woman. No trace of him could be found, however, and it was not until two weeks or so ago that he was found living quietly within fifteen or twenty miles of the scene of the crime.

Diaz To Become Shriner

City of Mexico, Jan. 21.—A distinguished delegation of members of the Ancient Arabic Order, Nobles of the Mystic Shrine, from various parts of the United States has arrived here to attend a ceremonial session of the Temple Anezh and incidentally to assist in conferring the Shrine degree upon President Diaz and a large class of other candidates. The degree work is to be conducted by the team from Moolah Temple, of St. Joseph, Mo., and will presided over by Imperial Potentate Alva P. Clayton.

Altoona's New Theatre

Altoona, Pa., Jan. 21.—The magnificent New Mishler Theatre, which replaces the playhouse destroyed by fire some months ago, opens its doors to the public for the first time tonight. The new playhouse is one of the handsomest in the state and is thoroughly modern in its plan, equipment and decoration. The initial attraction is Wright Lornier in "The Shepherd King."

Missionary Institute in Tacoma

Tacoma, Wash., Jan. 21.—Interest in mission work is expected to receive a great impetus through the interdenominational institute to be

A NOTED SPECIALIST

Declares Simple Mixture Is Very Effective.

Mix half ounce of the pure Virgin Oil of Pine with two ounces of glycerine and half pint of whiskey. Use in teaspoonful doses. A famous throat and lung specialist, whose camp for consumptives in the pine woods of Maine, has attracted great attention. Declares the above formula will break up a cold in twenty-four hours, beat the lungs and cure any cough that is curable. The ingredients can be secured from any drug store at small cost.

Care should be exercised in securing the best quality of glycerine and whiskey, while the Virgin Oil of Pine (Pure) should be purchased only in the original half-ounce vials, which are securely sealed in a round wooden case, with engraved wrapper with the name Virgin Oil of Pine (Pure) plainly printed thereon. Cheap or adulterated oils which are sold in bulk always create nausea and never effect the desired results.

held here during the three days beginning today. Among the noted mission workers to be heard are the Rev. Henry B. Dillson of India, Miss Ethel D. Hubbard, special representative of the American Board of Foreign Missions; Miss Ella D. MacLaurin, special representative of the American Baptist Missionary Union, and Rev. E. D. Chivers of New York, secretary of the American Baptist Home Missionary Society.

"Red Sunday" Anniversary Tuesday

St. Petersburg, Jan. 21.—The authorities are taking every precaution to prevent and repress any public disorder tomorrow on the occasion of the second anniversary of "Red Sunday." All public meetings have been prohibited and a warning has been issued against the congregation of crowds in the streets or other public places.

Freight Men Meet

Palm Beach, Fla., Jan. 21.—The conference committee of the Southeastern Freight Association begins an important meeting here today. Matters of importance to the traffic departments of the Southeastern roads are on the docket for discussion, including rates and differentials.

On Murder Charge

Paterson, N. J., Jan. 21.—Luigi Galloni, who is charged with complicity in the silk dyer riots in 1902, will be placed on trial today. He is under six indictments, including one for shooting and two for assaulting an officer. After the riots Galloni disappeared and only recently was located in Barre, Vt., where he was editing an Italian paper.

Hearing in Harriman Case Today

Seattle, Wash., Jan. 21.—Commissioner Lane of the Interstate Commerce Commission begins a hearing here today in the Harriman case. Testimony will be taken also at Portland, after which the hearing will be resumed in New York.

Dominion Sails Today

Hamilton, Bermuda, Jan. 21.—The British battleship Dominion, which suffered some damage in the great storm of last September and has been undergoing repairs here ever since, sailed for England today.

Grocers Meet

Dallas, Texas, Jan. 21.—Regular and special trains are bringing scores of visitors to this city to attend the annual convention of the National Retail Grocers' Association. The convention will open tomorrow and remain in session several days, during which time numerous questions of vital importance to the trade will be discussed.

IN A BODY

Members Of Athletic Club Will Attend Dockstadter Performance

The members of the Portsmouth Athletic Club will meet at the clubhouse on Tuesday evening and attend the minstrel performance of Lew Dockstadter's famous troupe at Music Hall in a body.

After the performance, the minstrel men will be the guests of the club and there will be a lunch and an entertainment at the club house.

There will also be a lunch for Mr. Dockstadter and his company at noon.

The world's best minstrels with Lew Dockstadter at Music Hall tomorrow evening.

Many heard the address given by boys at the Y. M. C. A. on Sunday by State Secretary A. H. Wardle.

WOMAN'S KNITTED SWEATER

Every Girl and Woman's Wardrobe Should Contain One of the Comfortable Wool Sweaters.

One pound of German knitting yarn, 1 pair No. 4 bone or rubber needles, 1 pair No. 11 steel needles. With steel needles cast on 80 stitches and knit 2 plain, puri 2 alternately for 1½ inches. This is the back. Now add 1 stitch and knit in coarse needles. The stitch is as follows, always 4 rows.

1st row—(*) 3 plain, puri 3, repeat from (*).

2d row—(*)—puri 3, 3 plain, repeat.

3d row—(*) 3 plain, puri 3, repeat.

4th row—(*) 3 plain, puri 3, repeat. Work this stitch till you have worked the pattern 16 times (4 rows to a pattern). Now knit the pattern twice more, narrowing 1 stitch on each end of every other row. Work 13 more patterns without narrowing, which brings work to neck.

1st shoulder row—Knit the first 25 stitches in pattern and put them on to a safety pin. Knit and bind the next 19 stitches and on the remaining 25 stitches knit the pattern rows once, then knit them twice more, increasing 1 stitch at the inside end of every second row, 3 stitches in all. The last row knit should end toward the inside. At the end of it cast on 23 stitches. There are in all 51 stitches on the needle. Knit without increasing or decreasing for 2 patterns. Again knit the pattern rows 2 times, increasing 1 stitch at the outside end of the first and fifth rows, then knit 7 patterns, increasing 1 stitch at the outside end of every second row. Let the last row end toward the outside and at the end of the needle cast on 17 stitches, having in all 84 stitches on needle.

Knit in pattern until the front is as long as the back. The last row made should end on the front edge. Turn and knit to within 18 stitches of the underarm seam, turn and knit back to the front again. Work back and forth, always letting 6 extra stitches stand on the needle towards underarm seams, until no stitches remain on the first needle to be worked. With fine needle knit 2 and 2 across entire width, until ribbing is as deep as that at the back, and bind off.

Take 25 stitches from the safety pin on to the needle again and on them work the second front, being careful to increase and decrease at the proper ends of the needle to make the fronts opposites. Sew up the underarm seams, then with the fine needle pick up a row of stitches round neck, and knit 1 row, narrowing sufficiently to bring it to the proper size. Number of stitches divisible by 4. Knit 2 and 2 until collar is height desired—about three inches—and bind off loosely. For the sleeve cast on 13 stitches and knit in pattern, increasing 1 stitch at each end of each needle until there are 66 stitches in all on the needle. Then knit 2 rows, casting on 8 stitches at the beginning of each row. Knit back and forth in pattern until the sleeve is long enough. With fine needles knit 2 and 2 for cuff. The waist may be finished with a crocheted edge if desired.—Eva M. Niles, in Boston Budget and Beacon.

COOLING REFRESHMENTS.

Remember Your Down-Town Workers Are Pretty Weary These Warm Days and Need Attention.

Learn the art of serving dainty and cooling refreshments in summer, and you will captivate the masculine heart. Art is, for where cookery may be an exact science, governed by certain set rules, there is more or less license permissible in the preparation of desserts and beverages which call for the use of fruit as their ingredients.

The wise little housekeeper who does the right thing at the right time will let no opportunity slip to concoct something delicious and cool during the season when the days are hottest and fruit the most plentiful. She will have many a surprise in store for the home-coming husbands or sons, fatigued from the heat and hunger without having a genuine appetite. It is at such times that a man will turn aside from the tenderest roast of meat and let his eye wander in the direction of the salad bowl, and if given the opportunity, will pass over a variety of steaming vegetables in favor of a dish of fruit.

Peaches, bananas and a pineapple make a splendid combination, omitting oranges.

To serve peaches with whipped cream you should peel them a few minutes before dinner and stand them on the ice, covered, until dessert. Have some rich fruit sirup ready and also the cream, leed. Pour the sirup on first, then the whipped cream and garnish with raspberries or some extra pieces of peach. In lieu of the fruit sirup squeeze several peaches through a strainer and mix with pulverized sugar until the juice becomes thick.

To Mend Curtains. Wash, starch and iron, or dry on a frame in the usual way. Then cut pieces of old curtain large enough to generously cover the holes in the curtain you wish to mend, dip them (the pieces) in starch, lay over the holes, and iron dry. The pieces will adhere, and the mending will hardly show.

Good Furniture Polish. To one ounce beeswax add one-half ounce Castile soap and one pint turpentine. Cut beeswax and soap into place in a quart bottle with the turpentine. Let stand 24 hours and shake often. Next day fill bottle with water, shake, and let stand over night. It should then be of the consistency of thick cream and ready for use.

MRS. FISKE IN BOSTON

Famous Actress to Appear at the Majestic Theatre

There is every indication that Mrs. Fiske, who comes to the Majestic Theatre, Boston, for two weeks beginning Monday, Jan. 21, in "The New York Idea," will have the most brilliant engagement she has ever played in that city. The desire to see this actress in Langdon Mitchell's brilliant satire on metropolitan society is keener than in the case of any of her former roles.

For the past week, mail orders from Boston and nearby cities have been coming in by the hundreds and the opening of the advance sale at the box office saw a long line in waiting. The same conditions prevailed all day.

Mrs. Fiske and the Manhattan Company, the notable group of players that surrounds her, come to Boston directly from New York, where they won an immense success, in "The New York Idea." Mrs. Fiske has a role admirably suited to her, that calls into play all her talents. She acts a vivacious and attractive young New York society woman, who has a light regard for the permanency of marriage that confused divorce laws have inspired. She has, as she thinks, divorced her husband for a trivial cause and has planned a second marriage for reasons of policy only. The genuineness of her nature rises uppermost through various cleverly woven complications and in the end the real love she has for her husband asserts itself and the play terminates happily.

The play has an idea beyond that of entertainment and this is to point out the results of the chaotic condition of American divorce laws. The medium of satire, which Mr. Mitchell employs, is far more powerful than sermonizing would be. There is plenty of action, much keen wit and a variety of contrasting types of New York's exclusive social circles.

The settings have never been equalled for richness and good taste. In a cast that is said to be practically flawless, are John Mason, George Arliss, Charles Hanbury, Dudley Clinton, Robert V. Ferguson, Dudley Digges, Richard Clarke, Frederick Kerby, James Morley, Marion Lea, Ida Vernon, Blanche Weaver, Emily Stevens and Belle Bohn. Mrs. Fiske will give matinees on Saturday only. Seats for any performance of her engagement may be ordered by mail, accompanied by remittance, with the assurance that the best seats available will be given.

Had Cause for Complaint.

A Lowestoft (England) servant, who successfully sued her mistress for wages in lieu of notice, stated that she was dismissed because she got up early one fine Sunday morning and went for a 20 minutes' walk.

Talking Machines in India.

India is a great country for talking machines. All the natives who can afford to do so buy them, and they are particularly eager for reproductions of their own songs.

Lost Over \$100 Interest.

A West Virginia man gave his wife a \$50 bill 40 years ago when they were married. The other day when the man died his wife paid the identical bill on account of his tombstone.

Butter Cost Out of Proportion.

While cattle are plentiful in Brazil, and pasturage costs hardly anything, butter in Rio Janeiro averages about twice in cost what it does in the United States.



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MUSIC HALL

F. W. HARTFORD MANAGER

Saturday, Jan. 26th,

Matinee and Night.

RICE & WEAVER

SUBMIT

The Fanciful Musical Fairytale.

The Gingerbread Man

BOOK AND LYRICS BY FREDERICK RANKEN. MUSIC BY A. BALDWIN SLOAN.

COMPANY OF FIFTY
TWO CARLOADS OF EFFECTS
AUGMENTED ORCHESTRA
ATTRACTIVE CHORUS

CAST INCLUDES—James Fennimore Lee, Dan Young, Harry Boyd, Willard Louis, H. Morrell Burnham, George Hoey, Jr., Wilfred, Florence, Madge Lawrence, Anna Lloyd, Helen Grey, Maude, Howe, Lillian Harris.

BRILLIANT ENSEMBLE.

Matinee Prices 75c, 50c and 25c.

Children accompanied by Adults 25c for Reserved Seats.

Evening Prices \$1.50, \$1.00, 75c, 50c and 25c.

ALL MATINEE SEATS RESERVED.

Seats on sale at Music Hall Box Office, Thursday, Jan. 24th.

OPEN TO THE WORLD.

THE MAMMOTH PLANT OF THE FRANK JONES BREWING COMPANY

Is open to the people of New England and the World to inspect its plant and to see the actual workings of an Up-To-Date Brewery.

There is no manufacturing industry in the world where greater care is used in the preparing of an article for human consumption than in the Brewing of the

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CLEANLINESS AND PURITY OF PRODUCT HAS MADE THE ALES FROM THIS BREWERY THE ENVY OF ALL COMPETITORS.

The Secret of "How to Brew an Ale Equal to the Frank Jones Brand" has never been attained.

NOW

Is the time to place your order for a Knox Marine Engine. Skates sharpened and all general machine work and repairing promptly done. Nickel plating and all kinds of antique brass work polished.

GOODALL & TOLMAN,

64 Hanover St. Tel. 442.

RAPID CAR BUILDING.

How Work Was Rushed on a Fine Passenger Coach for an India Railway.

There have been a good many attempts to establish records in the building of locomotive engines, and they have all gone to show that almost incredible feats of construction can be managed if a programme of work is carefully drawn up and rigidly carried out, says Engineering. One does not look for such triumphs of organization except from among the leading works of this country or America, and it is somewhat of a surprise to find that equally meritorious performances may be obtained from proverbially slow native labor in India when directed by competent European engineers.

It fell to the lot of the Great Indian Peninsula Railway company to need a trailer coach to run in connection with a small tank locomotive at extremely short notice, and advantage was taken of the fact to see what could be done in the company's workshops at Parel in the way of rapidity of construction.

On March 1, this year, the order was given, drawings were at once put in hand, and the necessary material ordered. By the 26th of the month everything was ready for erecting operations to commence. The main 58 in number, under the direction of eight "maistries," were assembled at 8:20 a. m. and started to work ten minutes later. Some laid down the framing, and made the floor, others worked at the sides and ends, so that by 4:30 p. m. a considerable show had been made. No overtime was worked, the length of the working day being eight hours.

By Wednesday morning the underframe, which had been prepared in the meantime, was in position under the body. The doors, windows, blinds, seats, etc., were simultaneously in the hands of 66 carpenters under the guidance of three "maistries," while nine trimmers prepared the upholstery and decorations. On the afternoon of the third day the carriage received its first or priming coat of paint. The painting of the inside and outside of the vehicle was proceeded with on the Thursday morning, a charge man and 20 painters being employed, and the outer roof cover was also put on, the doors were hung, windows put in place and the general internal arrangements were completed.

The final coats of paint and varnish were given on the Friday. The car on which this remarkable work was done was of no mean dimensions. It measured 62 feet in length and was nine feet six inches wide over the mouldings. The steel underframe was 60 feet long, and rested on four wheeled bogies, spaced 40 feet apart from center to center.

LOVE PLANTS OF INDIES.

Romantic Tradition Among Natives Regarding a Curious Vine.

"Did you ever hear of the love plant?" asked Capt. Atwater, of the schoolship Saratoga, who was showing several visitors over the old craft the other day. "I have several in the cabin."

He showed three small leaves attached to the ceiling by strings, says the Philadelphia Record. They were without any soil or foundation, but were green, and from each there sprouted a dozen or more little leaves greener and fresher than the main leaf itself.

"During our last cruise in the West Indies," the captain continued, "I visited a deserted English fortress, which was grown over with shrubbery. A native plucked several leaves from a vine and told me to hang them somewhere and write the name of my best girl on them. 'If they die,' he said, 'she does not love you. If they sprout she does.' I put my wife's name on one and my two daughters' names on the others. You see, although they have been without nourishment for three months, all three are sprouting well and my family's affections seem assured."

Made to Pay Poll Tax.

The town of Henrietta, N. Y., takes a proper view of the poll tax and the duty of its collection. Two citizens there who declined to pay their \$1 poll tax were arrested and sentenced to jail for 60 days. Declaring at first that they would not in jail before they would pay a cent, the two finally settled for the tax and costs by paying \$10.35 and \$11.55, respectively.

Sea Serpents Again.

Says a news item: "The officers of the Caviani, which has arrived at Auckland, New Zealand, from Rarotonga, report having, when off the Kermadec Islands, twice passed close to a sea serpent. They estimated its length at 60 feet. Its color was a reddish brown and its head the shape of a gurnet's."

Bit Rough.

"Now, Edith," said the dear girl's mother, "your father doesn't approve of Mr. Kraft's attentions to you. He considers him what he calls 'a very smooth fellow.'"

"So he is, generally," replied Edith, dreamily, "but once or twice when he called he hadn't had time to get shaved."—Philadelphia Press.

More Characteristic.

"That millionaire baby up in Fifth avenue can make its first articulate sounds."

"Goo-goo, I suppose?"

"No, dough, dough!"—Cleveland Plain Dealer.

THE BEDROOM SMELL.

It Is Superstitious to Dread "Night Air"—Sleeping Rooms Must Be Thoroughly Ventilated.

Bedrooms having no outside ventilation are not fit for human habitation, but in closely packed cities, they are often found. No one who passes the hour of darkness in such foul, pestilential holes can hope for health. A constant supply of fresh, clean air is a necessity for the sleeping room, and a stationary washstand in a bedroom is often a source of danger because, with the best of care, sewer gas at times leaks through the pipes and loads the atmosphere. If one sleep with open doors and windows, this can in a measure be escaped, but with every avenue of ventilation closed, the health must suffer seriously.

In country homes not having pipes, the supply of fresh air is just as necessary. The "night air" so dreaded by some, is never as heavily laden with poison as that which is breathed over and over in close confinement. Even the bed-clothing becomes saturated and tainted, and carpets, curtains, and all draperies catch and hold the poison, just as they do the smells from the kitchen or from cigar smoking, and need frequent sunnings and washings in order to purify them from the "smell." The idea of having exclusively woolen bed-clothing is that exhalations of the body may escape in the same way that the gas does, and woolen clothing being porous, permits the escape of these exhalations, while cotton or linen absorbs, with the result that an unpleasant odor is often very noticeable about the bedroom in the morning. If the room and contents are not ventilated at least during the day, this smell becomes permanent, clinging even to the clothing worn by the person occupying the room. One who is accustomed to sleeping in a well ventilated room finds it very difficult to occupy a room that is at all "close."—The Commoner.

USE OF WINDOW BOXES.

Vines Are Preferable, But Where Lacking, the Flowering Boxes Are Most Attractive.

The use of window boxes is not to be recommended extensively except in crowded downtown districts, apartment houses and hotels, where they are effective in relieving the monotony of otherwise bare windows and verandas. Where it is possible, however, to grow the hardy types of climbers in the ground, they will be found far superior to boxes planted in the window or on the veranda. A window box is usually eight inches to a foot in depth, and the same in width, the length varying. It should never be less than six inches deep. It should be made of seven-eighths-inch lumber, and should conform in shape to the window or veranda to which it is attached. It should be either hung to the veranda railing or rest on brackets. It is often placed on the window sill if the latter is wide enough.

It is important to see that the box has good drainage. Holes of good size should be drilled in the bottom, about 18 inches apart, and these covered with some loose material before putting in the soil. Use rather light soil, and preferably that which has been made open with plenty of cow manure. Heavy clay soil has a tendency to become hard and unfit for plants if allowed to become at all dry. Two excellent fertilizers for window boxes are bone meal and bone shavings, especially the latter, which should be placed in the bottom of the box and thoroughly mixed with the soil. It will fit the plants later in the season, when they most need it.—Brooklyn Eagle.

Banana Fritters.

Two eggs, half a cupful of milk, two cupfuls of flour, one and a half teaspoonfuls of sugar, one teaspoonful of baking powder, and three bananas. Separate the eggs. Beat the yolks, butter and sugar together until light. Pour in the milk. Beat the whites of the eggs stiff; add them and the flour alternately, a portion at a time. When all is used stir in the baking powder, and lastly the bananas, cut into half-inch blocks. Drop by tablespoonfuls into deep fat hot enough to smoke slightly. Cook three or four minutes until a delicate brown, turning once. Drain on paper and serve hot.

Celery Sandwiches.

Make a dressing as follows: Two eggs beaten separately, one-half teaspoonful of salt, one-half teaspoonful of mustard, one heaping tablespoonful of butter, one tablespoonful of sugar, two-thirds of a teaspoonful of vinegar; cook in a double boiler. When cold, stir in a cupful of finely-chopped celery and one-half cupful of whipped cream. Cut bread which is 24 hours old into thin slices, butter, and spread with the dressing.

Rice with Dates.

Cook a cup of rice in a double boiler with a pint of milk and a pint of water until soft. Sweeten to taste and flavor with vanilla. Use enough dates to make a cupful and stew until tender with a quarter cup of sugar and one cup of water. Set aside until cold; then turn the rice in the center of a dish and pour the dates around it. This makes a pleasing dessert served with cream, or milk or sugar.

Written After a Tiff.

If a fellow is really in love he will do more fool things than will the girl, says the Holton (Kan.) Signal. In a love affair the girl always shows the more sense.

THE THEATRICAL FOLK

Mr. Dockstader's Enterprise

Lew Dockstader, who may fairly be said to stand at the very highest among the minstrel performers in this country superintends every minute detail of his organization. Not only every act and song and dance is under his watchful eye, but he also gives his personal attention to the construction, painting and arrangement of all the stage setting and scenery.

During a conversation with Mr. Dockstader recently regarding affairs of minstrelsy he said:

"Without wishing to detract in the slightest from the famous minstrel performances of the past, it can be honestly stated that there is no comparison between minstrelsy of today and minstrelsy of other years. It is very much like the presentation of the Shakespearean drama without scenery in the olden time as, contrasted with the superb presentations of the great bard's plays today."

"It is naturally a source of pride to me that my minstrel company should be the only one in this or any other country to play the first class theaters, where my engagements are apt to be sandwiched in between an engagement of the Sothern-Marlowe Company or Maude Adams and a Grand Opera company."

"This has brought about the great change from the presentation of the minstrel acts in the past. The stage settings today must be beautiful, artistic and picturesque. The same scene painters and builders who did most of the work for 'Ben-Hur' have prepared my production for this season. The costuming must be as rich, elegant and tasteful as that of the biggest operatic productions and all the details of electric lighting and stage properties must be up to the same high standard."

A Monarch of Musical Comedies

"The Gingerbread Man," Frederick Ranken's and A. Baldwin Sloan's fanciful farcesque, graphically acted by Myron B. Rice and Joseph Weaver's capable and carefully chosen company of fifty-five players, will be the attraction at Music Hall next Saturday afternoon and evening.

This monarch of musical comedies is very different from any other en-



Scene in "The Gingerbread Man"

tertainment now before the public, attracting by its novelty, its wholesomeness, its unceasing fun and the tenderness of its moving love story. The production from a scenic standpoint is the most elaborate one that has ever been seen in a musical comedy, and it will be presented here as it was during the phenomenal and record breaking runs in New York, Chicago and Philadelphia.

TOURNAMENTS COMING

The Warner Club is receiving entries for whist, "63" and pitch tournaments.

FACES IN THE FROST

Alleged Pictures On The Pan: Aroused Wonder Of Seers

A local dentist who resides just outside the newly created fire precinct is responsible for a story which is liable to lead many of his solicitous friends to consult the Boston and Maine time tables of the Concord division for his benefit, where Dr. Bancroft is always on the lookout for cases quaint and curious.

As he and a local male friend just row very much interested in the railroad lobby at the state capital were returning home a few evenings ago

they were greeted, it is claimed, by the most unusual spectacle of a female silhouette in the frost on the window and very plainly brought out by the lights inside the room.

While still amazed by this, they were called into the house of a neighbor who in turn had been struck by the frost effect as shown from another point of view.

This time it was the profile of a man and, harder still to believe, a lifelike portrayal of a former owner of the house, now dead.

The passage of two-thirds of the hills before the Legislature would be surprising.

MUSIC HALL

F. W. HARTFORD, MANAGER

ONE NIGHT ONLY

Tuesday, Jan. 22

Conceded the Best in the World
Direction of Chas. D. Wilson

LEW
DOCKSTADER
AND HIS OWN GREAT
MINSTRELS

70 PEOPLE 70

NEIL O'BRIEN

Eddie Leonard, John King, Mabel
Romah, Johnny Dove, Reese V.
Prosser, Harry M. Morse, Foley
Bros. and 60 Others

A BLAZE OF NEWNESS

The only Minstrel Show that Plays
the First Class Theatres.

Prices 35c, 50c, 75c, 1.00, 1.50

50c Seats on sale at Music Hall Box Office,
Saturday morning, Jan. 19th.

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REVIVO
RESTORES VITALITY
"Made a
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REVIVO REMEDY
produces immediate results in 30 days. It acts
powerfully and quickly. Cures when others fail.
Using REVIVO, it quickly and easily restores
young men can regain their lost manhood and
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removes Nervousness, Lost Vitality, Sexual
Weakness such as Lost Power, Failing Memory,
Wasting Discharge, and effects of self-abuse or
excess, and indigestion, which makes one for
study, business or marriage. It not only cures
by starting on the sent of disease, but is a great
nerve tonic and blood purifier, bringing
back the pink glow to pale cheeks and
storing the fire of youth. It wards off ap-
proaching disease, insuring a long life. By
no other. It can be carried in your pocket. By
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"My father had been a sufferer from sick headache
for the last twenty-five years and never found any
relief until he began taking your Cascarets. Since
he has begun taking Cascarets he has never had
the headache. They have entirely cured him.
Cascarets do what you recommend them to do. I
will give you the privilege of using his name."
E. M. Dickson, 1129 Rosine St., W. Indianapolis, Ind.

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CANDY CATHARTIC
THEY WORK WHILE YOU SLEEP

Pleasant, Palatable, Potent, Taste Good, Do Good,
Never Sicken, Weaken or Grip. Do Not Over-
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Guaranteed to cure or your money back.
Sterling Remedy Co., Chicago or N.Y. 50¢
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All Occasions.

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MONDAY, JAN. 21, 1907.

THE JAPS IN AMERICA

The irritation over San Francisco's way of handling her Japanese population may be allayed and some plan of fair dealing arrived at. On the face of it, the matter of Japanese colonization here does not seem of sufficient importance to lead to serious complications. The number in this country now has been estimated at 60,000.

Unlike the Chinese, the Japs do not seclude themselves and build up "quarters" impenetrable to our civilizing influences. They scatter and seek to live among the whites. In large cities Japanese merchants and their clerks are found in American boarding houses, living on terms of social equality with Americans of the same rank. Being so few, the divergences in manners and morals of these aliens from our own standards should not be a menace. Race prejudice is difficult to eradicate, but it would seem that Japanese who live among us and behave themselves have a claim at least upon our Christian toleration. We sent missionaries to the Orient on the principle that a little will lighten the whole lump. The great American ump should be able to assimilate with ease the little Japanese immigration sifting through the community.—Keene Sentinel.

Who is irritated over "San Francisco's way of handling her Japanese population"? It is the men who are "handled" and the members of their race—not the dominant Caucasian. It is the grown men who wish to attend the public schools, whether or not for purposes of education is not known. The Eastern and Western standards of morality so differ, however, that it would be only fair to the white man were he to require the yellow man to adopt his standard before allowing him to mingle indiscriminately with his little children. The sources of contamination are quite numerous enough as they are without adding this yellow menace.

The statement that because only about 60,000 Japs are now in this country the matter does not seem of sufficient importance to lead to serious complications reminds one of the story told by Benjamin Franklin in connection with the repeal by Parliament of the Stamp Act.

A Frenchman, he said, once rushed into the street with a red hot poker in his hand. Meeting an Englishman he screamed: "Will you let me run this poker a foot into you?" "What!" exclaimed the Englishman, astonished. "Well, six inches then?" "Never!" retorted the Englishman. And he didn't. But some people seem to want us to try a little of the Japanese poker as long as it isn't too much. Why isn't any at all too much?

"Being so few, the divergences in manners and morals of these aliens from our own standards should not be a menace," we are told. But the same editors who write like this worked themselves into a white heat over Maxim Gorky. And he was only one man, not sixty thousand men.

We are also told that "The great American ump should be able to assimilate with ease the little Japanese immigration sifting through the community." How is assimilation brought about if not by mixed marriages, which are forbidden in all those states where their dreadful consequences are realized. Between

the white and the yellow there can be no talk of "assimilation" and it is altogether out of the question. Would the men who say it is easily possible not regard it as a shameful thing if their own children were to marry into another race?

Finally, who are the "we" who send missionaries to the Orient? Merely private individuals, for the first article of amendment to the Constitution declares that "Congress (the United States) shall make no law respecting the establishment of a religion."

OUR EXCHANGES

Lost

I feel so far from anywhere! Perhaps my family Has got so many other cares I've just all forgotten me. I s'pose I'll starve to skin an' bone If I stay losted here alone.

My little dog, he found me, An' wagged his tail an' whined, But he can't lead me home, for he is taught to walk behind. And so I'm crying yet, becuz I'm just as losted as I was.

—Burgess Johnson in Harper's Magazine, February number.

We'll Take All We Can Get

The circulation of Canadian coins is an issue in Boston. It would be supposed that if Boston wanted Canadian reciprocity she would not care to provoke retaliation by refusing to accept and circulate good Canadian money.—Biddeford Journal.

The Real Danger

The New Hampshire board of license commissioners, in their annual report, say that they believe that no state has a better license law than New Hampshire. There is nothing like a little bouquet. There is certainly room for improvement over some of the present license laws. We rather think the Massachusetts law could be improved some but it is a hard question to tackle, and one which few people want to take hold of, lest the law is weakened rather than improved.—Newburyport News.

The Part Of Wisdom

Afraid we will have to cross Jamaica from our list of winter calling places.—Portland Express.

Somebody Must Pay The Fines

Under the 939 indictments against the Standard Oil companies it is said that it is possible to impose as much as \$68,000,000 fines. It has been the experience however that as soon as the government begins to prosecute a trust the prices of the trust products go higher and higher. So it was with the beef trust, so with the coal trust and others.—Lowell Sun.

And Also Indignant?

Dartmouth defeated Yale by a score of four goals to two in an intercollegiate championship hockey game. Yale was surprised.—Dover Democrat.

Thanks For Information

The president is now confronted with the duty of naming five new brigadier-generals. Gov. Floyd has recently discharged a similar duty. Though there are six generals on the Governor's staff, the adjutant-general ranks as a major-general. The others are brigadiers.—Concord Monitor.

THIS DATE IN HISTORY

1670—Claude Duval, the highwayman, executed.

1793—Louis XVI. of France guillotined.

1829—King Oscar II. of Sweden born.

1854—Emigrant ship Tayleur was wrecked on Irish coast near Dublin; 240 lives lost.

1859—Henry Hallam, historian, died. Born 1778.

1859—Capt. Harrison, of the Great Eastern, drowned at Southampton by capsizing of small boat.

1887—Interstate Commerce Bill became a law.

1892—Nineteen lives lost in burning of surgical institute at Indianapolis.

1901—U. S. Government surrendered the defendant, Neely, to Cuban authorities.

1906—King Christian IX. of Denmark, died. Born April 8, 1813.

FRESH WATER LAKE

Project Of Damming Upper Piscataqua Near Great Bay

That Great Bay will one day be a fresh water lake becomes more and more probable. The project of damming the upper Piscataqua, which has been under discussion for several years, is now receiving very favorable consideration.

It is understood that the plan is strongly favored by the Boston and Maine railroad. The railroad officials wish to do away with Portsmouth bridge and have long been searching for another place to cross the river. The construction of a dam would solve the problem. It would also work to the decided advantage of the Publishers' Paper Company, giving that corporation an inexhaustible supply of fresh water close at hand. Moreover, crossing the river by means of a dam at Frankfort Island would enable the Boston and Maine to appreciably decrease the distance by rail between Boston and Portland.

If the dam was constructed at this point, a lock would be necessary to permit vessels to go up to Dover. If the dam was built at Dover Point, as has also been suggested, there would be no obstruction to navigation, but the Boston and Maine would not benefit in this case as it would if the first named location was chosen.

A dam at Dover Point would confine the waters of Great Bay and the inflow from the Bellamy, Cocheco and Salmon Falls rivers would speedily result in the formation of a lake of fresh water nearly eight miles long and about four miles wide. This would make possible the development of a charming country, furnishing dozens of ideal locations for summer homes, locations not now desirable because of the mud flats exposed at low tide.

The principal objection to a dam is that the tide in the Piscataqua River would be greatly lessened and fear has been expressed that this would result in the freezing of Portsmouth Harbor in extremely cold weather. Unless it can be shown that there is little danger from this source, the construction of a dam will probably never be permitted, but it is hoped that it can be demonstrated that the force of the tide would not be so decreased as to make it probable that the harbor would freeze.

From every point of view, the project is an interesting one and would seem to open almost limitless possibilities.

GOVERNMENT WITHOUT BOSSES

More than one Mayor of the City of New York has managed to get along without the friendship or support of Tammany Hall. Mayor Grace had created his own party. He had the County Democracy behind him, and Tammany had then fallen upon evil days, says the New York Times.

Between Mayor Hewitt and Tammany there was no natural bond of confidence, although he was the candidate of that organization, and it supported him—save that part of it which went into the Henry George movement. Mayor Strong, of course, owed nothing to Tammany, but he managed to retain the support of the various groups that had elected him. He could not forget that he was a Republican, and got on very well with his old party friends. Mayor Low was in a position of even greater independence, and his administration at no time lacked organized support.

Mayor McClellan has burned his bridge. At least, when he says that he "cannot recognize the existing control in Tammany Hall or tolerate any relations with its present leader," his words must be accepted, if not as a declaration of war, at least as an announcement that peace is at an end. He means war, plainly, and nothing he could do or say would so commend him to public confidence and approbation. "Relations" with Charles F. Murphy are impossible for an honest man with a conscience in the least degree sensitive. The impression prevails, and it would require a great deal of evidence to remove it, that Murphy maintains his position as the chieftain of Tammany by an alliance with law breaking, with vice, with criminality. It has enabled him to fortify himself

against the Mayor, so that today his control of the organization is well nigh absolute. It may be felt that it required a good deal of courage on the part of Mayor McClellan to issue such a challenge to the men in control of his party organization in the largest borough in the city.

Perhaps so. But Mayor McClellan has three years to serve, many appointments to make. The loyalty of Mr. Murphy's district leaders and that of his followers in general may be pretty severely tried by so long a period of starvation. That is one element of insecurity in his apparently strong position. There is another source of weakness in that dislike of him which is somewhat general in Tammany. Many leaders who today obey him because they fear him will keep an eye out for their own interests, and they will desert him whenever desertion seems safe and promising. It is not impossible, moreover, that in the performance of his official duties District Attorney Jerome may have occasion to disturb the peace and impair the political usefulness of Mr. Murphy's powerful allies and supporters of the "criminal class."

So far as his enemy is concerned, it is by no means a hopeless fight upon which the Mayor has entered. With the support of decent public opinion, which is assured to him from the beginning, he has good reason for courage and for confidence. Obstruction, should it be able to embarrass him in the execution of any important public policy, would draw upon itself such a fire from his supporters and his reinforcements that the result could hardly be doubtful. If Mr. McClellan shall prove himself wise and resolute, his administration will be successful in spite of Tammany, and it is not impossible that he may force a reorganization.

Whatever there is left of decent and self-respecting Democracy in the city and in the state will wish him well, and aid him to the extent of its ability.

It is an interesting coincidence that, having in the city a Mayor without a boss, we have also at Albany a Governor without a boss. Gov. Hughes, governor without a boss. Gov. Hughes exhibits a delightful quality of unconcern. He behaves as if he were unaware that parties and bosses have ever had any special relations with the executive. His attention will be called to it, doubtless. He will have to take notice if the bosses begin to make war upon him and try to thwart him. They may be able to give him a good deal of annoyance, but if he follows the example of Mayor McClellan and breaks with them altogether the trouble will be short lived. Public opinion will enthusiastically support him, and it will find many voices. It is not a very formidable foe that confronts him. The Odell machine with the Higgins additions is in the main made up of a rather disreputable lot of old Republican heelers and parasites, for whom nobody has any respect, and of whom nobody need stand in any fear. Gov. Hughes will, of course, strengthen his party most and best serve it by administering his office solely in the public interest, without conscious regard of party. When the Republicans nominated Mr. Hughes they took up a new man. There is need of new men in a good many counties of the state and of new leaders at Albany.

Gov. Hughes and Mayor McClellan have made a good beginning in the new year. They will not lack for encouragement and support. We do not think the bosses they have defied will be able to do them serious harm. President Cleveland had no party at his back when in 1893 he forced through a hostile Congress the repeal of the Silver Purchase act. With good judgment and plenty of backbone Mr. Hughes and Mr. McClellan will triumph. Their quarrel is just and in beginning it they have performed a public duty.

COMPLAINTS DISMISSED

By The License Commissioners Against Cote And Welch

Two complaints were dismissed by the state license commissioners on Friday, those against Emile Cote of Newmarket and William J. Welch of Pembroke.

Cote was charged with selling liquor to a minor and a habitual drunkard and Welch with selling to black-listed persons and a habitual drunkard.

Attorney John W. Kelley of this city represented Cote and Cornelius F. Clifford of Concord and Arthur Thompson of Pembroke were counsel for Welch.

WILL TAKE CHARGE OF BILL

Senator Henry E. Barnham left Manchester for Washington on Saturday evening. In letters to friends in this city, he announces that he will at once take charge of the Portsmouth bill making Sept. 23 Paul Jones day in the navy.

IMMIGRATION CURRENTS

Says Mr. Zangwill: "In November the enormous number of 133,764 Jews entered New York and remained there. There is absolute danger in putting such a great number of immigrants in one town."

Hence Mr. Zangwill's organization proposes to divert this immigration from New York to Galveston. The idea has merits, but, without regard to the merits or demerits, we wonder where Mr. Zangwill got his facts. The total arrivals of immigrants at all ports of the United States in November were but 94,621, and the total of admitted aliens of all nationalities at New York was but 73,179, says the New York Times. The total at Galveston, it may be noted, was but 602. The total arrivals from Russia and Finland for all United States ports was 21,079, an increase of 13,024 over the preceding year.

There would be no way of getting these immigrants to Galveston unless there had been a remarkable change in the currents of United States trade. Cotton and grain which used to go across the Atlantic from this port now seek Southern routes, but imports are harder to divert. Foreign goods are still most conveniently financed and distributed from here, so that the bottoms which carry goods away from Galveston must go there empty. It is a good business to have loads both ways, and it would be surprising if Southern immigration did not find warm support in the steamship companies.

As yet no loads have been made upon New York's immigrant traffic. It never was greater than for the year just closed. The total arrivals here were 1,186,406, which includes 141,884 Americans, and 133,964 aliens in the cabin class. This leaves 910,558 in the steerage. More aliens landed at Ellis Island last year than at all ports of the United States in 1905, and that was a record-breaking year. Last year's immigration totals for all ports are not yet available, but, adding the usual proportion for ports other than New York the indicated figure is 1,250,000. Notwithstanding the rush the inspection was never closer, and yet the proportion of undesirable is not large. In November 1,004 were debarred, scarcely more than 1 in 100. If immigration is wealth, as Commissioner Watchorn says, the United States is a substantial gainer at the loss of those who make a poor exchange when they sent us men and the makings of men, farmers and other producers, and take back the results of their work in exchange.

Saturday was the last day to pay water bills.

REVERE HOUSE BOWDOIN SQUARE, BOSTON.

Under new management. Single rooms with use of bath, \$1.00. Rooms with bath, \$1.50. Suites of large parlor, chamber and private bath, \$2.00, \$2.50 and \$3.00. Headquarters for Frank Jones' Alea and broil live lobster.

R. S. Harrison, A. C. Featherstone, Props.

New York City
HOTEL ST. DENIS
BROADWAY AND 11TH STREET
NEW YORK CITY.
Within Easy Access of Every Point of Interest. Half Block from Washington St. 5 minutes' walk of Shopping District.
NOTED FOR: Excellence of Cuisine, Comfortable Apartments, Courteous Service and Homelike Surroundings.
ROOMS \$1.50 PER DAY AND UP
EUROPEAN PLAN.
Table d'Hôte Breakfast 50c.
WM. TAYLOR & SON, Inc.
HOTEL MARTINIQUE,
Broadway & 33rd Street.

IF YOU ARE TO
WINTER IN CALIFORNIA
Plan to make your trip in one direction at least
Via CANADIAN PACIFIC RY.

We can furnish round trip tickets via a great variety of routes, good time months, allowing liberal stopovers.

Write for rates for any trip you may have in mind.

F. R. PERRY, D. P. A.,
Canadian Pacific Ry.,
302 Washington St., Boston
JAN. 14, 1907.

LADIES' OR LAFRANCO'S COMPOUND

WANT ADS.

SUCH AS FOR SALE, WANTED, TO LET, LOST FOUND, ETC.

One Cent a Word

For Each Insertion.

3 LINES ONE WEEK, 40 CENTS.

FOR SALE—A Portland sleigh; inquire of Fred H. Grover, 45 Middle street. chj21-1w

WANTED—Girls and women for employment at the plant of the New England Paper Goods Company, Hanover street. Apply at once. chj19-1f

LOST—A gold Knights of Malta charm in the shape of a fish-tailed Maltese cross; white enamel; on front; monogram "F. B. B." on back. Finder please return to this office. chj31

LOST—Or strayed away, red heifer from farm of J. L. Seavey, Rye. Liberal reward will be paid for return. chj22tf

LOST—On the 5 o'clock Rye and Hampton Beach car, or on Market Square Sept. 6 ladies hand bag. Finder will please leave it at this office. chj31f

FOR SALE—A dozen second hand doors. Inquire at this office. chj15tf

FOR SALE—Beach lot at Wallis Sands, fronting on beach. Address B. F. D., this office. chj18tf

FOR SALE—Quantity of iron grating such as is used in banks. Inquire at this office. chj15tf

FOR SALE—Large bank desk, formerly used at Portsmouth Savings Bank. Inquire at this office. chj18tf

TO LET—Furnished room, heat and bath, suitable for a nurse, near hospital, 38 South street. J1411w

Boston Tavern.

Handy to Theatres and in the Heart of the Business District.
Ordway Pl. & 347 Washington St.



STRICTLY FIREPROOF.
European Plan.
PRIVATE DINING ROOMS
THEATRE AND DINNER PARTIES A SPECIALTY.

SUMMER HOTEL FOR SALE

In order to settle an estate I offer for sale the well and favorably known Hotel Pepperrell, situated at Kittery Point, Me. The hotel contains 51 sleeping rooms, nicely furnished, and can be made ready for occupancy at a very short notice. The surroundings are picturesque and is situated near the trolley and steam roads. Good bathing and boating are the chief attractions which this hotel affords. 2 1/2 acres of land surround the hotel.

C. E. TRAFTON
REAL ESTATE AGENT,
49 Congress St.

PROFESSIONAL CARD

F. S. TOWLE, M. D.
Physician and Surgeon

84 STATE ST., PORTSMOUTH, N. H.
Office Hours—Until 9 a. m.; 2 to 6 p. m.
and 7 to 9 p. m.

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Plumbing and Heating.

Telephone Connection.
NO. 17 BOW ST.

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CARPENTER

—AND—
BUILDER,

No. 6 Dearborn Street

Jobbing of all kinds promptly attended to.

W. J. MANSON,
CARPENTER AND BUILDER

JOBGING OF ALL KINDS
PROMPTLY ATTENDED

Address Cor. Dennett and Bartlett St

Granite State Fire Insurance Co.

Of Portsmouth, N. H.

Paid-Up Capital,
\$200,000

OFFICERS—
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J. ALBERT WALKER,
Vice President.
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Secretary
JOHN W. EMERY, Asst. Secretary.

"It Is Excellent"

Says a Leading American Author.
What is excellent?
BUTTER made at

ELIOT, MAINE.
CREAM that contains no poisonous preservative.

23
THAT'S OUR NUMBER

When you call us on telephone you'll not get "Skidoo" or the "Hook," but

GRAY & PRIME
who will give prompt service and send you the best coal mined. Try it

BOOKBINDING

Of Every Description.
Blank Books Made to Order

J. D. RANDALL.
For Fay's Store Portsmouth, N. H.

Rickets.
Simply the visible sign that baby's tiny bones are not forming rapidly enough.
Lack of nourishment is the cause.
Scott's Emulsion nourishes baby's entire system. Stimulates and makes bone. Exactly what baby needs.

ALL DRUGGISTS, 50c. AND \$1.00

BROWN-TAILS MANY

Nearly Quarter of A Million York Nests Destroyed

York has begun another energetic campaign against the brown-tail moth. The Improvement Society of that town is paying forty cents a hundred for moth nests brought to its officials and since Saturday, Jan. 12, the society has paid to the men and boys searching for the nests between \$700 and \$800. One young fellow made over \$50 during the week ending last Saturday.

On the first day after the announcement of the price to be paid for nests 120,000 were brought in to be destroyed and nearly 100,000 more have since been collected. That the moths are much more numerous this year than last is shown by the fact that in 1905, the society purchased but 120,000 nests.

York people say that the failure of Kittely, Elliot and Portsmouth to do their duty is responsible for the great increase in the number of the moths this year.

Few gypsy moth nests have as yet been found in York, although there is evidence that these worst of all in-

sect pests have sent an advance guard into the town. They will be fought even more relentlessly than the brown-tails.

FRIGHTFUL DISASTER AT TERRE HAUTE

Another frightful disaster occurred Saturday night near Terre Haute, Ind., when a car loaded with powder, attached to a freight train, blew up, just as a passenger train was passing on another track. The passenger train was completely destroyed and twenty-two people were either killed by the explosion or burned to death in the following fire. Thirty-five were injured, several fatally.

BIENNIAL RECEPTION AND BALL

The biennial reception and ball in honor of His Excellency, the Governor of New Hampshire, will be held in Phenix Hall, Concord, on the evening of Thursday, Feb. 7. Gen. Harry B. Cilley is chairman of the committee on invitations and Hon. Arthur E. Dole of the committee on tickets.

For Over Sixty Years

Mrs. Winslow's Soothing Syrup has been used for children teething. It soothes the child, softens the gums, kills all pain, cures wind colic and is the best remedy for Diarrhoea. Twenty-five cents a bottle.

ABSOLUTE PROOF.

(Continued from first page)

tons, dragged ashore in a southeaster and damaged rudder, Dec. 23, 1902. Valued at \$7,000; damage \$100.

Schooner Senator Saulsbury, seventy-seven tons, grounded on flats on March 9, 1903. Valued at \$3,000; no damage.

Schooner Yankee Maid, fifty-eight tons, ran ashore on Logy Ledge Feb. 26, 1903. Valued at \$1,000; no damage.

Schooner Glendog, forty-four tons, grounded on Logy Ledge Sept. 20, 1903. Valued at \$2,000; no damage.

Schooner Eddie A. Minott, fourteen tons, grounded on Logy Ledge Sept. 24, 1903. Valued at \$1,000; no damage.

Schooner Westerloo, seventy-seven tons, grounded on flats Nov. 7, 1903. Valued at \$1,000; no damage.

Schooner Mary E. Webb, eleven tons, grounded on Logy Ledge Dec. 9, 1903. Valued at \$800; no damage.

Schooner Alma, 134 tons, ran ashore on flats Jan. 31, 1904. Valued at \$2,000; no damage.

Schooner Lady Antrim, eighty-seven tons, ran ashore on flats same day. Valued at \$1,500; no damage.

Schooner Red Jacket, 110 tons, ran ashore on flats same day. Valued at \$1,500; no damage.

Schooner Watchman, 100 tons, dragged ashore during gale of Feb. 1, 1904. Valued at \$800; damage unknown.

Schooner Northern Eagle, thirty-five tons, dragged ashore in gale April 19, 1904. Valued at \$1,500; damage \$500.

Schooner Eva May, 158 tons, ran ashore on Fishing Island Ledge Aug. 28, 1904. Valued at \$2,500; damage unknown.

Schooner Lucy May, 104 tons, ran ashore on Logy Ledge Aug. 29, 1904. Valued at \$2,000; damage \$100.

Yawl Liris, nineteen tons, ran ashore on Logy Ledge Sept. 27, 1904. Valued at \$2,000; damage \$100.

Steamer Charles F. Mayer, 1218 tons, grounded on Logy Ledge Jan. 17, 1905. Valued at \$100,000; damage unknown.

Sloop Mystic Belle, eight tons, grounded on Logy Ledge February, 1903. Valued at \$800; no damage.

Schooner Mary J. Ward, eleven tons, ran ashore on Logy Ledge, May 6, 1905. Valued at \$900; no damage.

Schooner William Pickering, ninety-nine tons, ran ashore on Logy Ledge June 16, 1905. Valued at \$1,200; no damage.

Schooner William L. Elkins, 241 tons, grounded on flats Nov. 26, 1905. Valued at \$6,000; no damage.

Schooner Josie, eighty-three tons, dragged ashore on flats Nov. 17, 1905. Valued at \$1,500; no damage.

Schooner J. Kennedy, ninety-eight tons, ran ashore on Logy Ledge Dec. 2, 1905. Valued at \$2,000; no damage.

Schooner Ella May, ninety-six tons, ran ashore on Logy Ledge Dec. 3, 1905. Valued at \$2,500; no damage.

Schooner Jennie French Potter, 1,193 tons, grounded on flats March 18, 1906. Valued at \$80,000; no damage.

Schooner Ethel F. Merriam, seventy-eight tons, ran ashore on flats Jan. 17, 1906. Valued at \$2,000; no damage.

Sloop Petrel, ten tons, dragged ashore on flats in northwester February, 1906. Valued at \$600; no damage.

Schooner Marion Draper, 183 tons, dragged ashore in a southeast gale April 10, 1906. Valued at \$2,500; loss \$2,000.

Steamer Samuel Butterfield, thirteen tons, dragged ashore in northwester Sept. 3, 1906. Valued at \$1,000; no damage.

Schooner Arthur Binney, 118 tons, ran ashore on Logy Ledge Aug. 27, 1906. Valued at \$10,000; damage \$100.

Schooner C. B. Clark, 194 tons, grounded on flats Jan. 18, 1906. Valued at \$5,000; no damage.

Schooner W. R. Perkins, 178 tons, grounded on flats same day. Valued at \$6,000; no damage.

Schooner S. J. Lindsey, eighty tons, ran ashore on flats Feb. 18, 1906. Valued at \$1,500; no damage.

Schooner S. R. Lane, seventy-two tons, ran ashore on Logy Ledge March 5, 1906. Valued at \$1,500; no damage.

Schooner Free Trade, eighty tons, grounded on flats May 4, 1906. Valued at \$2,000; no damage.

Schooner Eugene Borda, 207 tons, grounded on flats May 11, 1906. Valued at \$3,000; no damage.

Schooner Margaret, 117 tons, grounded on flats June 3, 1906. Valued at \$2,500; no damage.

Schooner E. Arcularius, 100 tons, ran ashore on flats Sept. 5, 1906. Valued at \$2,000; no damage.

Schooner Madagascar, 112 tons, grounded on flats Sept. 9, 1906. Valued at \$2,500; no damage.

Schooner Albert Pharo, 129 tons, ran ashore on flats Oct. 2, 1906. Valued at \$1,500; damage unknown.

Sloop yacht Hawk of five tons, ran ashore on Logy Ledge September, 1906. Valued at \$800; damage unknown.

Tug Gettysburg, 557 tons, ran ashore on Logy Ledge, Jan. 6, 1907; valued at \$100,000; damage unknown.

The above list shows a total of sixty-one vessels, with a tonnage of 9,869 and a total value of about \$428,300, which have met with accidents through the conditions existing at Pepperrell Cove, and a resulting total damage of \$10,660. In the face of such figures as these there should be no hesitation in granting all that is wished for in the improvement of this favorite anchorage.

FUSSY GOVERNOR.

(Continued from first page.)

due to a mistake in the transmission of my order. I trust the apparent disregard of your wishes will be overlooked.

"I landed working parties from both ships today to aid in clearing the various streets and buildings, and purpose landing parties tomorrow for the same purpose, unless you expressly do not desire it. I think a great deal made be done in the way of assistance to private individuals without interfering with the force of yourself and the government officials.

"As the only object of my being here is to render such assistance as I can, I trust you will justify me in this matter for the cause of common humanity.

"I had a patrol of six men ashore today to guard and secure the archives of the United States consulate, together with a party of ten clearing away wreckage. The party, after finishing its work at the consulate, assisted a working party to catch thieves, recovering from them a safe taken from a jewelry store valued at \$5,000. From this I judge that the police surveillance in the city is inadequate for the protection of private property.

"Actuated by the same motive, namely, common humanity, I shall direct the medical officers of my squadron to make all efforts to aid cases of distress which perhaps do not come under the observation of your medical officers.

"I shall have pleasure in meeting you at the hour appointed, ten a. m., at headquarters house.

"I trust you approve of my action in this matter. Your obedient servant.

"C. H. DAVIS, Rear Admiral."

To this letter Gov. Swettenham replied:

"Dear Admiral—Thanks very much for your letter, your kind call and all the assistance given or offered us. While I most heartily appreciate the very generous offer of assistance, I feel it my duty to ask you to re-bark the working party and all parties which your kindness prompted you to land.

"If in consideration of the American vice-consul's assiduous assiduous attentions to his family at his country house, the American consulate needs guarding in your opinion, although he was present, and it was not guarded an hour ago, I have no objection to your detailing a force for the sole purpose of guarding; but the party must have no firearms and nothing more offensive than clubs or staves for this function.

"I find your working party was this morning helping Mr. Croswell clean his store. Croswell was delighted that the work was done with cut cost. If your excellency should remain long enough I am sure almost all the private corners would be glad of the services of the navy to save expense.

"It is no longer a question of humanity. All the dead died days ago and the work of giving them burial is merely one of convenience.

"I would be glad to accept delivery of the safe which it is alleged thieves had possession of. The American vice-consul has no knowledge of it; the store is close to a sentry post and the officer of the post professes ignorance of the incident.

"I believe the police surveillance of the city is adequate for the protection of private property. I may remind your excellency that not long ago it was discovered that thieves had lodged in and pillaged the residence of some New York millionaire during his absence in the Summer; but this would not have justified a British admiral landing an armed party and assisting the New York police.

"I have the honor to be, with profound gratitude and the highest respect, your obedient servant,

"Governor."

"ALEXANDER SWETTENHAM, This mislaid left Admiral Davis no course but to re-bark his men and to sail at once, grieved that his kindly intentions should have been so misconstrued.

All the talk is still of the first partment.

RAILWAY CLERKS

Elect Officers at Meeting Held in This City

Lodge No. 7, Order of Railway Clerks, of this city, which comprises Portsmouth, Dover, Somersworth and Exeter, elected the following officers in this city on Sunday:

President, Thomas Noble, Jr., Portsmouth;

Past President, H. E. Sterling, Dover;

Vice President, J. E. Keeland, Portsmouth;

Secretary and Treasurer, B. M. Randall, Portsmouth;

Chaplain, C. A. Wentworth, Dover;

Marshal, G. P. Knight, Portsmouth;

Sentinel, M. Brennan, Dover.

The following delegates to the New England convention to be held in Boston next Sunday were appointed: B. M. Randall, Portsmouth; James Leahy, Dover; E. H. Grant, Somersworth; A. L. Smith, Portsmouth.

The election was held at N. E. O. F. Hall and there was a large attendance. After the meeting, a sumptuous banquet, prepared by George P. Knight, was served.

WORKMAN HURT

Frank Raymond Receives Injuries At The Forge Plant

Frank Raymond, employed at the forge plant, was injured on Friday.

While moving some large sheets of scrap iron, one of them fell on his left foot, jamming it badly. The accident will keep him from his duties for a few days.

AT THE NAVY YARD

The social life will decrease a little on the departure of the gunboats Paducah and Dubuque, which are expected to sail this week. The crews here furnished much activity during their stay and have also distributed much money among the merchants of Portsmouth.

Engineer William Smith of ferry steamer, No. 132, has returned to duty after a brief vacation, during which he took unto himself a bride. Heartly congratulations were in order from all parts of the reservation when the genial engineer reported today.

Letters received here from Walter Miller, a former leadingman shipfitter at this yard, now master shipfitter at Cavite, states that he has resigned on account of ill health.

William C. Locke, recently appointed pilot, assumed charge of ferry steamer, No. 132, on Sunday. He looked very much at home at the wheel and made the landings on both sides of the river with the same skill that characterized his navigating in the days of the old Mystic.

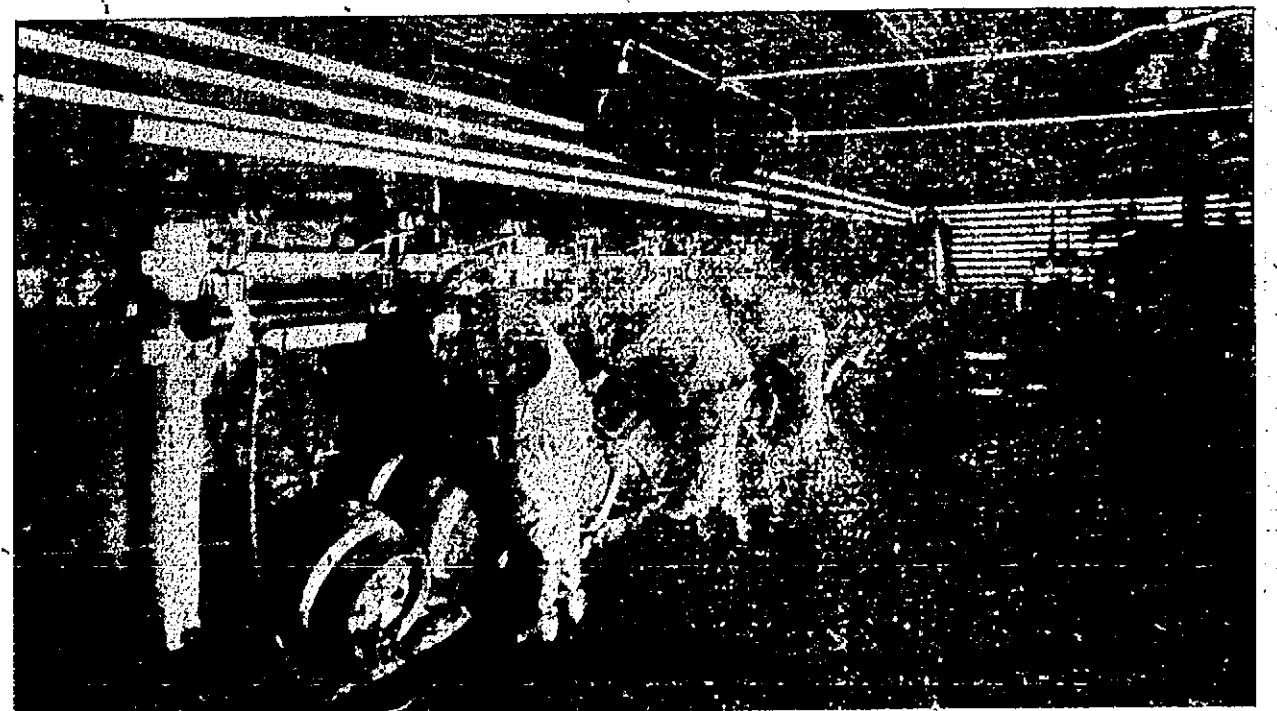
The models of the old wooden ships to be sent to the Jamestown exposition are being boxed up for shipment.

The men of the trades who appealed from the recommendations of the board of wages have been notified to appear for a hearing before the board tomorrow (Tuesday) forenoon at ten o'clock.

Conclusive Evidence of a perfected product characterizes the ALES of the

PORTSMOUTH BREWING CO.

Our brewings are eminently distinguished for absolute purity



PACKING CELLAR, PORTSMOUTH BREWING CO.

The superiority of our products is recognized and acknowledged throughout New England. Our plant is the home of PORTSBURGER, the Beer that makes Portsmouth Famous

BREWERY AND OFFICE, Bow Street, Portsmouth, N. H.

In the Name of Sense, that good common sense of which all of us have a share, how can you continue to buy ordinary soda crackers, stale and dusty as they must be, when for 5¢ you can get

Uneeda Biscuit

fresh from the oven, protected from dirt by a package the very beauty of which makes you hungry.

NATIONAL BISCUIT COMPANY

AMES'**BUTTER & TEA STORE**

35 Congress St., Portsmouth.

BUTTER, CHEESE, EGGS, TEA AND COFFEE**AT LOWEST PRICES.****"ELECTRIC"****FURNITURE POLISH**

Makes the OLD Furniture Look NEW.

LARGE BOTTLES 25 CENTS.

A. P. Wendell & Co.,
2 Market Square.



We are resolved not to let prices stand in the way of our cleaning up all broken lots of suits. In many instances we have literally "cut them in two."

On overcoats also we have a sale-compelling

price cut.

Odd lots of toggery are included in the "cutting."

HENRY PEYSER & SON,

"Selling the Togs of the Period."

ODDS AND ENDS SALE NOW ON.

N. H. Beane & Co.

3 CONGRESS ST.

Wood Letters, Scrolls and Ornaments for Signs a Specialty.

Plate Rail with Brackets and Combination Plate Rail and Picture Moulding Picture Mouldings to Match all Papers.

GARDNER V. URCH
No. 23 Hanover Street.

Residence Telephone 32-3

Women as Well as Men Are Made Miserable by Kidney and Bladder Trouble.

Kidney trouble preys upon the mind, discourages and lessens ambition; beauty, success and cheerfulness soon disappear when the kidneys are out of order or diseased.

Kidney trouble has become so prevalent that it is not uncommon for a child to be born afflicted with weak kidneys. If the child urinates too often, if the urine scalds the flesh, or if, when the child reaches an age when it should be able to control the passage, it is yet afflicted with bed-wetting, depend upon it, the cause of the difficulty is kidney trouble, and the first step should be towards the treatment of these important organs. This unpleasant trouble is due to a diseased condition of the kidneys and bladder and not to a habit as most people suppose.

Women as well as men are made miserable with kidney and bladder trouble, and both need the same great remedy. The mild and the immediate effect of Swamp-Root is soon realized. It is sold by druggists in fifty-cent and one-dollar size bottles. You may have a sample bottle by mail free, also a Home of Swamp-Root, pamphlet telling all about Swamp-Root, including many of the thousands of testimonials received from sufferers cured. In writing Dr. Kilmer & Co., Binghamton, N. Y., be sure and mention this paper. Don't make any mistake, don't remember the name, Swamp-Root. Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

A New Hotel at the Old Stand

\$250,000 has not been spent
Remodeling, Refurnishing,
and Redecorating the

HOTEL EMPIRE

Broadway, Empire Square & 63d St.
NEW YORK CITY.
Restaurant and Service Unexcelled
Splendid Location
Most Modern Improvements
All surface cars pass or transfer to door
Subway and "L" stations 2 minutes
Hotel fronting on three streets
Electric Clocks, Telephones and
Automatic Lighting Devices
in every room

Moderate Rates

MUSIC
W. Johnson Quinn, Proprietor
Send for guide of New York-Free

Horse Shoeing

CARRIAGE WORK AND
BLACKSMITHING.
your horse is not going right
come and see us. We charge nothing
for examination and consultation.
If you want your carriages or carts
repaired, or new ones made, we will
give you the benefit of our 45 years
experience in this business without
expense.

Sign Hanging and General Job Work
Attended To.
Satisfaction Guaranteed.

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21-2 Linden St.

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LICENSED MBALMER
AND
FUNERAL DIRECTOR
6 Daniel Street, Portsmouth

Calls by night at residence, 0
Miller avenue, or 11 Ontario
street, will receive prompt
attention.
Telephone at office and residence.

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C. E. WALKER & CO.
Commission Merchants
Office Cor. State and Water Sts.

HOPPED CARS MANY YEARS

Practice Has Not Yet Resulted in Injury to Nellie, Train-men's Mascot.

To get on the footboard of an engine running at the speed of ten miles an hour is not easy for the average person. The risk is great, and the chances for a miscalculation, which might prove fatal, are many. Yet, Nellie, four years old, does it every day, and has been doing it since she has been two years old. Nellie is the mascot of the "day-and-night crew" of the Missouri Pacific Railroad company.

She appeared in the yards at Twenty-first street two years ago, a homeless waif, gaunt and lonely. Her evident longing for care and sympathy attracted the members of the crew, and they adopted her. Later she adopted them. She is a half-breed colt, or setter, but George Price, yardmaster, says she is smarter than any other dog. When the crew makes ready to bring "Pacific 7" into the station, at nine o'clock, Nellie stations herself on the rear platform of the last car.

There she stays until the train backs into the station and she is sure that the air hose and couplings are in good condition. Assured of this, she runs to the engine and climbs aboard for her ride to Ewing avenue.

Foreman Allison, of the crew, goes to supper a little after nine o'clock, and Nellie accompanies him, returning in time to assist the crew in other work. "Pacific 7" is the last train she rides to the station at night, but her energy never flags. When other switches are to be made she goes out on the engine, sometimes on the footboard with one of the men, sometimes in the cab, but seldom a trip is missed.

Her greatest "stunt" is boarding moving trains. Waiting until the engine approaches close enough, she springs for the running-board, alighting with a sureness of foot and skill which are the envy of even experienced railroaders. To miss would be fatal, as there would be no chance for her to get out of the way of the monster switch engine. Yet, even if the train is making ten miles an hour, she does not falter.

She goes on duty at seven o'clock in the evening and "knocks off" at seven in the morning, when she is rewarded with a quart bottle of milk. She knows the whistle of her engine as well as the oldest member of the crew, and the minute she hears it, off she races to her self-appointed task and station.

The train crew says that she acquired the art of "train hopping" without any teaching on their part.

A NEW MOUNTAIN RAILWAY

Its Highest Point Will Reach Nearly
Fourteen Thousand Feet
Above the Sea.

Switzerland is the home of mountain railways. With an area not larger than one-third of the state of New York, there may be counted about 100 railways for the sole purpose of carrying passengers to mountain tops varying in height from a few thousand to 6,000 or 8,000 feet. The month of August, 1906, witnessed the opening of a way carrying tourists ever far above those altitudes, beyond the clouds, to 10,500 feet; and, when completed, its highest point will reach nearly 14,000 feet above the sea—at the top of the famous Jungfrau, the queen of the Berner Oberland.

There are other mountain railways on the globe attaining much higher altitudes than even this, and on the Oyaya railway of Peru I myself traveled a considerable distance above 16,000 feet; but most of these roads were built for the development of commerce and mining industries. The Swiss mountain railways, however, are almost exclusively in the service of tourists only, numbering in Switzerland alone not far from 1,000,000 every year. They come to admire the scenic wonders of the little country on the roof of Europe, or to seek shelter from summer heat at the many mountain resorts.

The majority of these mountain railways are paying investments. Switzerland, being a country of mountains, is consequently also a country of water courses fed by the hughestable stores of snow and ice covering many square miles of the Alpine chains. Alpine ice-fields are bedded in between the peaks right in the heart of Switzerland, and, although a great deal has been written about the general recession of glaciers, which in some instances amounts to a hundred and more feet year for year, such losses are quite insignificant compared with the enormous extent of these ice deposits. A number of them have depths of several thousand feet, with millions of tons of solid, hard-frozen ice, continually supplied from fresh snowfalls above. They feed Rhine and Rhone, Po and Danube, during the dry summer months, and the many mountain streams of Switzerland, forming beautiful cascades and falls and rapids, furnish the power which carry tourists in comfortable railway carriages to the very tops from which they themselves come. They are led to turbine-plots, drive-wheels and generators, and are thus converted into electric power. The Swiss, having no coal deposits of their own, have become acknowledged experts in this branch of technical engineering, furnishing turbines and electric plants for the whole world. Thus, for instance, the gigantic turbines at Niagara Falls, many of which generate forces of from 10,000 to 12,000 horsepower each, have been constructed almost without exception by Swiss firms.—Century.

New Mountain Line.
A wonderful mountain railway is being constructed in the Tyrol Alps by a Swiss engineer named Strubb, of Chiersen, near Montreux. When completed this line will achieve the European record, which has been held by the Stausorborn railway, for traversing the steepest mountain slope in the world.

Need New Rolling Stock.
Railway companies in Argentina have been notified that they must make large additions to their rolling stock during this year, so as to be better prepared for bringing the increasing quantities of grain to the ports.

England's Locomotive Exports.
Exports of locomotives from England thus far the present year show a substantial increase, principally in shipments to South America.

Many New Roads.
There are 13,000 miles of new railroad lines under contract of construction at the present time in the United States.

And Much Surer.
Some men are born rich and others become railroad clerks, and thus get there just the same.—Pittsburg Gazette-Times.

GENIUS OF WESTINGHOUSE

His Name Is Known in Every Land Where a Train Is Running.

George Westinghouse has a creative mind. There is no country in the world where a train runs, or an engine works, or a dynamo turns, in which his name is not honored and familiar, says Arthur Warren, in Success Magazine. He has brought new mechanisms and new industries into being; he has contributed largely to the progress in modern methods of transportation and communication which have shaped to such an extent the relations between individuals and communities, between nations and nations. The post office, the telegraph, the railway and the steamship unite the most distant regions. Upon them modern life is wholly dependent in its social, industrial and commercial phases. Stephenson gave us the railway; Westinghouse made the modern complex railway system a possibility by his inventions which control the movements of trains. Had he done no more than this his name would still stand among the great achievers.

George Westinghouse will be 60 years of age next October; he is built on a massive scale, tall, and as strong as a blacksmith. He is alert, far-sighted, quiet, sanguine and untiring, with a constitution strong as nickel-steel. He is a most agreeable man to meet, and has a rare faculty for inspiring others with his own enthusiasm.

A remarkable fact in his career is the early age at which he became prominent. At the age of 22 George Westinghouse made his first great invention, the air brake. This was the source of his fame and fortune, and since that time his life has been so intimately associated with the history of engineering and of manufacture that it is impossible to think of many of the great advances of the past 40 years without thinking of him.

HE WON A FREE RIDE.

Who Thought Being Punched Was Better Than Riding the Car Bumpers.

A husky 200-pound man of the hobo type worked a new game upon a Southern Pacific passenger conductor the other night, says the Houston Post. The man boarded the train at San Antonio and took his seat in the forward smoker, and apparently sank into a deep slumber. His snores resounded through the car. At intervals throughout the all night ride to Houston the conductor, aided by the trainmen, tried to arouse him so as to get his ticket. They pounded him, pulled his ears, his nose and jabbed him all over the body with their fists. He slept through it all, or at least he appeared to be asleep.

Just as the train was pulling into the yards at Houston he cut short a snore, roused himself, opened his eyes and sat up in his seat. The conductor was entering the coach and saw that his troublesome passenger was awake at last. Without a word the conductor touched him upon the arm and called for his ticket. The man felt through his pockets with a sleepy air.

"I'll declare, I forgot to buy a ticket," he announced.

"If you have no ticket you can pay me the fare; it is \$6.30," the conductor said.

The man looked up at the conductor and a smile spread over his face.

"Say, you had a lot of fun with me last night; don't you think it is worth \$6.30 to you?" he asked.

Struck with the humor of it, the conductor returned the smile of the man, and said: "You earned the ride." The conductor passed on, and the passenger alighted at the depot at Houston. He carried no baggage. He was heard to remark to a fellow hobo later in the day that being punched around by a conductor felt better than "riding the rods."

A Good Reason.
One of the American visitors who have been swarming into Oxford was surprised to learn from a porter at the station that he had about another mile to cover before he reached Magdalen. He asked "why the blazes the station had been built so far from the colleges." The Oxford porter replied, gravely: "I dunno, sir; but I suspect they thought it more handy to have it down here by the railway."

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And Much Surer.
Some men are born rich and others become railroad clerks, and thus get there just the same.—Pittsburg Gazette-Times.

Modern Love Making.
The maneuvering mamma is practically extinct. The modern daughter has an almost free hand in managing her love transactions. The mere love marriage, which was so disturbing a thought to the mother of even 20 years ago, is seldom heard of in Mayfair in these altered circumstances. The new love making is a subject which cannot be dealt with except with the utmost discretion, for it might give some to have it hinted that the modern daughter is a better woman of business in such a situation than was even the "maneuvering mamma."—London Graphic.

Inhuman Punishment.
Visitor—So you put the prisoner in this padded cell for insubordination. If it doesn't produce the desired effect do you give him any severer treatment?
Warden—Yes. We stand a guard over him with a loaded revolver and make him thread a fine needle six times in succession without swearing.—Detroit Free Press.

TRACK LAYING RECORD.

Ten Miles of Rails Laid in One Day on the Central Pacific.

A recent assertion that part of the railway connecting the Victoria bridge, in Central Africa, was laid at a record-breaking speed of 3.5 miles a day calls for the reminder from Thomas Smith, writing to the Scientific American Supplement from Queensland, Australia, that on the Central Pacific, about 50 miles west of Ogden, the remarkable feat of laying ten miles of railway in one day was performed. Writes Mr. Smith:

"It was thus accomplished: When the wagon loaded with the rails arrived at the end of the track, the two outer rails were seized, hauled forward by four men who attended to this duty only. The wagon was pushed forward over these rails and the process of putting down the rails was repeated, while behind the wagon came a little army of men who drove in the spikes and screwed on the fish-plates, and, lastly, a large number of Chinese workmen, with pickaxes and spades, who ballasted the line. The average rate at which these operations proceeded was about 240 feet of track in 77½ seconds, and in these ten miles of railway there were 2,585,000 cross-ties, 3,520 iron rails, 55,000 spikes, 7,040 fishplates and 14,080 bolts with screws—the whole weighing 4,362,000 pounds. Four thousand men and hundreds of wagons were required, but in the ten miles all the rails were laid by the same eight men, each of whom is said to have walked that day ten miles and lifted 1,000 tons of iron rails. Eight miles of this track were laid in six hours, which was the victory achieved by these stalwart navies before dinner. So I think this will beat your Victoria Falls affair all to bits every time. Give your own country praise and honor when it is due. This was done over 50 years ago. What would they do now? Why, they could double it, or do it before breakfast."

POLITICS FAILED TO PAY.

Missouri Railroad Man, Once Prosperous, Has Been Driven to Another State.

There is a splendid illustration of the way that politics makes a man rich, says the Lamar (Mo.) Democrat. Twelve years ago this fall a prosperous passenger conductor who ran out of Moberly on the Wabash was nominated by the Republican state convention for railroad commissioner. By his snug position upon the road he had property worth \$7,000 or \$8,000. By an accident he was elected.

He moved to Jefferson City, took his office and held it during the six-year term. He was then nominated for governor against Dockery, and, of course, defeated. He then secured a position with the world's fair commission. The fair closed; there was no more political pie to be had. He spent every dollar he had possessed, and as his position was abolished he was forced to throw dignity to the winds and seek some position that would bring bread and meat to his family.

He got a job at about \$75 a month as conductor on a tie train that ran out of one of the Arkansas logging camps. Recently he has been promoted and given a position of yard master. This job hardly reaches \$100 a month. Who is this man? None hardly other than Joe Flory, whom thousands of Missourians but six years ago confidently expected to see governor of this great state. Now to-day he can't even find a place to make a comfortable living in the state that came within 32,000 or 33,000 votes of choosing him as its chief executive.

Niagara's Water Power.
The Ottawa board of trade adopted a resolution at a recent meeting declaring that the Canadian government should not enter into any arrangement that would interfere with the right of Canada to develop water power at Niagara Falls, or at any other point along the international boundary. An excuse for that extraordinary course Consul General Foster states that the resolution declares that "in view of the fact that the province of Ontario is largely dependent upon foreign coal for industrial and domestic purposes," it should develop its water power. The resolution also called on the Canadian government to enact legislation to prohibit manufacturers of electric power in Canada from selling and transporting the same across the border under any contract not terminable within one year.

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At Bacon Ridge.
Drummer—Moving pictures at the town hall last night, eh? How was the "Cannon Ball Express"?
Postmaster—Too plagued natural. Why, bless your heart, mister, when the train came to the tunnels it looked so lifelike that the boys out in the audience began to kiss the girls right before everybody.—Chicago Daily News.

One by Ingalls.
Melville Ingalls, the western railway magnate, was induced by a friend while spending Sunday with him to attend service at a church the pastor of which is noted for the extreme length of his sermons. As the friends were leaving at the conclusion of the service the Bostonian, with a touch of pride, inquired: "Dr. Blank is a most eloquent minister, is he not?" "Very eloquent," was the dry response of the railroad man, "but he has poor terminal facilities."

A Railway Bull.
The recent intimation of an Irish railway that there would be "No last train to Cork" has apparently induced the Great Eastern Railway company to issue a placard stating that trains to Walthamstow will run "All through the night on week days."—St. James' Gazette.

Of Many Horse-Power.
An ordinary European railway engine is equal in strength to 900 horses.

MOTOR CARS FOR MAILS.

Post Office Officials Are Finding Them Untrustworthy in Most Instances.

The officers of the post office department have been watching carefully the developments in bicycles, motorcycles and automobiles, with a view to determining the feasibility of their utilization in the postal service. Rural carriers in different parts of the country, where roads are suitable, have been permitted from time to time, upon request, to experiment with automobiles in serving their routes for the purpose of testing the utility of such vehicles in the rural delivery service.

The result of these experiments so far has demonstrated that, owing to varying conditions of roads, physical aspects of country, unbridged streams, defective mechanism in the construction of automobiles and ignorance of rural carriers in their operation, automobiles could not be relied upon for use in that service. For these reasons, which also apply to motorcycles, the department has been compelled to decline to permit rural carriers regularly to use automobiles and motorcycles while serving their routes.

Recent consideration, based upon representation to the department of the manufacture of an auto car that will be guaranteed to overcome the defects cited, has caused the approval by Postmaster General Cortelyou of a recommendation of Fourth Assistant De Graw sanctioning the use, on request, of such vehicles where the roads are maintained in good condition and the physical aspects of the country are favorable to their use, but the department will reserve the right to require rural carriers to discontinue the use of such vehicles and assume the service of their routes in the ordinary vehicles prescribed by the regulations if complaint is made of unsatisfactory service arising from the use of automobiles.

Rural carriers are required to maintain a fixed schedule in serving their routes and to serve the boxes of their patrons at or about the same time each day in order that patrons, having money-order business or other postal business necessitating a personal interview with the carrier may know at about what time to expect him. Owing to the greater speed which could be maintained by carriers by the use of automobiles, it would be necessary to effect changes in carriers' schedules, and if from any cause arising such carriers could not serve their routes in their automobiles, which would necessitate the serving of the routes in the carriers' ordinary vehicles, thus disturbing the schedules and causing complaints from patrons, it would be necessary that they abandon the use of automobiles and continue service in their ordinary vehicles, the maintenance of a practically unvarying schedule being essential to the proper operation of the rural delivery service.

CONDUCTOR HIRES A NAG.

Overtook His Train on Chestnut Hill Which Runs Through Country of Millionaires.

The Chestnut Ridge railroad, which boasts of a millionaire owner for every mile, is rapidly gaining a reputation. The road was built in the western part of this county and a portion of Carbon, to improve the brick industry, and is 11 miles in length. Recently the passenger train ran nearly the entire length without a conductor. A country correspondent, to a local paper described the incident in the following thrilling manner:

After the conductor gathered the tickets he stepped upon the platform and was thrown off. The crew did not miss him until they reached Little Gap. The engineer went in search of the conductor, but could not find him, and the brakeman took a hand in the man hunt.

In the meantime the conductor walked back to Lehigh Gap and hired a horse and buggy to take him to Kunkletown, where the train arrived at ten o'clock p. m., several hours late.

Notwithstanding the fact that the Chestnut Ridge railroad is owned by millionaires, its roadbed seems to be too rocky for speed.

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Of Many Horse-Power.
An ordinary European railway engine is equal in strength to 900 horses.

EXTEND ROADS IN ALASKA.

Railway Construction Is Being Pushed at Rapid Rate in the Far North.

Railroad building in Alaska is an infant industry which has just dropped its swaddling clothes and now gives promise of growing at an astonishing rate. Necessity has spurred builders to great activity, for no sooner is a railroad needed in this country than the project assumes shape and in a remarkably short time becomes an actuality.

The development of gold and copper mines being dependent largely upon facilities for moving the ore, the building of railways was begun to fill this necessity. The roads bring the development of other industries, such as coal mining and agriculture.

No long lines have been built in Alaska yet, the necessity for them not being present, but within the last five years several short lines have tapped some of the richest mineral districts, and they have proved immensely remunerative. The most ambitious project is a line from Valdez to Eagle, a distance of 400 miles, with a branch running to Dawson. This line will follow the government trail, crossing the Alaska range of mountains at Indian pass.

Probably the most valuable railroad property in Alaska is the Skagway and White Pass, which was built by Chicago capital four years ago and the stock of which is now worth nearly ten times par. This is an ore road entirely, although experiments in agriculture along the line show that the land is immensely fertile and capable of bearing large crops.

Another line, which has just been financed by J. P. Morgan and which will be built this summer, will run from Nome to Kotzebue. It will be 120 miles long and will be built for the purpose of carrying the gold from the Kotzebue fields to Nome, where it can be put on board steamers for the United States. There is another line which runs from Prince Williams' bay across the Chugach mountains. This line is only about 100 miles long.

President Roosevelt has recommended that government aid be given to the Alaskan railroads, the recommendation being made after a senatorial committee had gone over the routes and reported on their feasibility and necessity. Congress will be asked to guarantee the bonds on 500 miles of road only, that will be distributed between three companies, the Alaska Central, which is being built from Seward northward to Fairbanks, and to the roads now projected in the Copper river valley and the Salmon river road. There is another proposition before congress which calls for government aid to any Alaskan road after it has spent a certain amount of money of its own.

There is another railway project for Alaska, the largest which has been put forward, and that is for a line from the Behring straits across the territory in a southeasterly direction to connect with the rails of one of the Canadian transcontinental roads and to be part of the great railway which is to connect Paris with New York.

Silk and Velvet.
The European silk exports to the United States decreased considerably last year. The principal cause is the steady expansion of the American silk production, the number of factories having doubled since 1900. Japan is also securing a larger share of the American market. In the year 1899 Germany sent about \$10,710,000 in silks to the United States, and Japan sent \$1,190,000 worth. In 1901-03 Germany sent about \$4,208,000 of silk goods to the United States, while Japan sent \$5,553,000 worth. Japanese exports in silk goods have tripled within ten years, increasing from \$7,470,000 in 1895 to \$22,410,000 in 1904-05, and the ascending movement continues. The German silk manufacturer should follow with attentive eyes the development of this industry in Japan.

Briqueettes on Belgian Roads.
Consul James C. McNally, writing from Liege, says that it is interesting to note the continued increase in the use of briqueettes on the Belgian state railways which were introduced in 1898. For that year the consumption was 208 tons; in 1899, 3,900 tons; 1900, 20,472 tons; 1901, 67,755 tons; 1902, 110,600 tons; 1903, 152,215 tons, and in 1904, 205,175 tons. It will be seen that the consumption in 1904 was 1,000 times greater than in 1898, the first year of their use.

They Need Training.
It is a singular fact that locomotives destined for fast runs require training, as do race horses. The locomotive, built for speed is first put to work on some small branch line, with light trucks, until it becomes accustomed to running. Having undergone this period of probation, it is taken on to more important portions of the lines, and gradually worked up by increasing speed until it is given its place on the line of the great flyers.

Bliss for the Baggage Smasher.
"So you long for the time when the ship will be a commercial reality?" "Sure," answered the baggage man with some enthusiasm. "Think of droppin' off a trunk at a way station from a height of about two miles!"—Louisville Courier-Journal.

Chance for Genius.
Prizes aggregating \$7,500 for suggesting improvements in connection with railway construction and service are offered by the Verein Deutscher Eisenbahnverwaltungen. The latest date for communications is July 15, 1907.

Justice Tempered with Mercy.
Seeing that she was a woman, and that "he did not wish to be hard upon her," a Rangoon magistrate recently fined a Burmese prisoner, for being in illicit possession of four balls of opium, \$160, with the alternative of six months' rigorous imprisonment.

LIFE IN A STAND-UP FLAT

The Plight of a Homeless Man

"Ever live in a stand-up flat?" inquired Mr. Jones, not over cheerfully. "No? Well, I have lived in one. In fact, I live in one now."

"It is a six-room-and-bath-with-all-the-modern-improvements affair," he went on, "and costs \$38 a month. The parlor is decorated as beautifully as an Avenue A wedding cake. It is furnished with a mahogany set of spider-legged furniture, upholstered with brocade silk of delicate tints. There are a bookcase, a writing desk (lady's size), a chair for it, and a center table of the same wood. On the floor is a rug that cost I don't know what, reduced from my wife's knows what."

"Separated partly from the main parlor by hardwood pretzel work is a little second parlor. In it are a piano, a mahogany chair, suitable for anything but sitting in, and a large box couch. This couch is entirely occupied by fancy sofa pillows. Then comes a bedroom that must always be in order, because you can look into it from the parlors and the private hall."

"Beyond this bedroom is another bedroom, which belongs to my wife and is usually kept closed. Life is too short to tell what things occupy the chairs. Between the bedrooms is the bathroom."

"Further along is the dining room, with oak furniture, the chairs covered with leather, and very slippery. One can sit on them at mealtime if he is hungry. In the kitchen is a small cane seat chair."

"Now, a horse can stand up all the time. Most horses stand up while sleeping in their stalls. It is said also that a stork never sits or lies down, but a man, even though he dwell in a flat, wants a place where he can sit down. He can lie down in his bed or in the bathtub, but where can he sit down and have any comfort?"

"What do I do? Well, I glance at the morning papers while sitting at the breakfast table, and after breakfast I look around for a comfortable chair in which I could smoke my pipe and read the news, but such a thing is not in the flat."

"So I stuff my paper in my pocket, and steer for the room back of a neighboring barroom. I can sit down there. The barkeeper knows that I buy a glass of ale there once in a while in the evening before going to bed and he does not expect me to buy anything in the morning. From there I go to my work, which does not require me to be on hand very early."

"In the evening I have my dinner sitting on a slippery leather bottomed chair. Then I go into the little second parlor and drop down on the piano stool—I can't damage that—and talk with my wife till I feel the necessity of sitting down somewhere in comfort and resting."

"By that time my wife is ready to retire, and I, not being able to sleep as many hours as she, go around to the room in the rear of the barroom, where there are some fairly comfortable wooden chairs. By spending five cents for a glass of stock ale I feel myself privileged to sit there and rest for a while."

"Now, I could pay for a comfortable chair at home, but there is no place for it in our stand-up flat. In the parlors it would mar the effect of the upholstered mahogany furniture. I couldn't put it in my little bedroom, without removing my half-width bed and sleeping on a cot."

"There is room enough in my wife's bedroom for only the number of chairs required to hold the wraps and things she lays aside on coming in. Such a thing as a comfortable chair in the dining room, if there was room for it, would spoil the oak and leather effect."

"I have thought of the kitchen as a last resort; but to tell the truth, there was room there between the gas range and the washtubs I don't think I could like it for a sitting room."

"When I was a youngster," Mr. Jones concluded, "I rented a wohn und schlaf zimmer in a tenement house on the East Side and furnished the place comfortably. In it there were a few chairs in which persons could sit. But that was before the days of modern flats with all the up-to-date improvements."

Checks Did Not Reach Banks.
Secretary Shaw endeavored to change the nature of the government clerk and

BOSTON & MAINE RAILROAD—

EASTERN DIVISION

Winter Arrangement—In Effect Oct. 8, 1906

Trains Leave Portsmouth

For Boston—3.25, 6.30, 7.20, 8.15, 10.53 a. m., 2.21, 5.00, 6.22, 7.43 p. m., Sunday, 3.25, 8.00 a. m., 2.21, 5.00 p. m.

For Portland—9.55, 10.45 a. m., 2.55, 3.45, 4.45, 11.35 p. m., Sunday, 9.55, 10.45 a. m., 8.45, 11.35 p. m.

For Wells Beach—9.55 a. m., 2.55, 3.45 p. m., Sunday, 9.55 a. m., 2.55, 3.45 p. m.

For Old Orchard—9.55 a. m., 2.55, 3.45 p. m., Sunday, 9.55 a. m., 2.55, 3.45 p. m.

For North Conway—9.55 a. m., 2.55, 3.45 p. m.

For Somersworth—4.50, 9.45, 9.55 a. m., 2.55, 3.45 p. m., Sunday, 9.55 a. m., 2.55, 3.45 p. m.

For Rochester—4.50, 9.45, 9.55 a. m., 2.55, 3.45 p. m., Sunday, 9.55 a. m., 2.55, 3.45 p. m.

For Dover—4.50, 9.45, 12.15 p. m., 2.55, 3.45 p. m., Sunday, 9.55 a. m., 2.55, 3.45 p. m.

For North Hampton and Hampton—6.30, 7.20, 8.15, 10.53 a. m., 5.00 p. m., Sunday, 8.00 a. m., 5.00 p. m.

For Greenland—7.20, 8.15, 10.53 a. m., 5.00 p. m., Sunday, 8.00 a. m., 5.00 p. m.

Trains for Portsmouth

Leave Boston—7.30, 9.00, 10.10 a. m., 1.00, 3.30, 4.45, 6.00, 7.00, 10.30 p. m., Sunday 8.20, 9.00 a. m., 6.30, 7.00, 10.00 p. m.

Leave Portland—1.30, 9.00 a. m., 12.45, 5.00, 6.20 p. m., Sunday, 8.20, 9.00 a. m., 12.45 p. m.

Leave Old Orchard—9.09 a. m., 12.48, 3.52 p. m., Sunday, 6.06 p. m.

Leave North Conway—7.38 a. m., 2.23 p. m.

Leave Rochester—7.20, 9.47 a. m., 3.02, 5.23 p. m.

Leave Somersworth—6.35, 7.23, 10.00, 10.08 a. m., 4.05, 5.35 p. m., Sunday, 7.15 a. m.

Leave Dover—6.50, 10.24 a. m., 1.40, 4.30, 6.30, 9.20 p. m., Sunday, 7.30 a. m., 9.20 p. m.

Leave Hampton—9.22, 11.50 a. m., 2.24, 4.59, 6.10, 7.30 p. m., Sunday, 10.06 a. m., 7.59 p. m.

Leave North Hampton—9.23, 11.55 a. m., 2.30, 5.05, 6.21, 7.31 p. m., Sunday, 10.12 a. m., 8.05 p. m.

Leave Greenland—9.35 a. m., 12.01, 2.36, 5.11, 6.27 p. m., Sunday, 10.18 a. m., 8.10 p. m.

SOUTHERN DIVISION

Portsmouth Branch

Trains leave the following stations for Manchester, Concord and intermediate stations:

Portsmouth—8.30 a. m., 12.40, 5.25 p. m.

Greenland Village—5.30 a. m., 12.48, 5.23 p. m.

Rockingham Junction—9.05 a. m., 1.02, 5.58 p. m.

Epping—9.20 a. m., 1.10, 6.14 p. m.

Raymond—9.31 a. m., 1.27, 6.25 p. m.

Retrieving leave, Concord—7.46, 10.25 a. m., 3.30 p. m.

Manchester—8.32, 11.10 a. m., 4.20 p. m.

Raymond—9.08, 11.48 a. m., 5.02 p. m.

Epping—9.20 a. m., 12.00 m., 6.15 p. m.

Rockingham Junction—9.47 a. m., 12.18, 5.55 p. m.

Greenland Village—10.01 a. m., 12.23, 6.03 p. m.

Trains connect at Rockingham Junction for Exeter, Haverhill, Lawrence and Boston. Trains connect at Manchester and Concord for Plymouth, Woodsville, Lancaster, St. Johnsbury, Newport, Vt., Montreal and the west.

*Via Dover and Western Division.

Information Given, Through Tickets Sold and Baggage Checked to all Points in the United States and Canada.

D. J. FLANDERS, P. T. M.
C. M. BURT, G. P. A.

Actual increase 2,452,581 for twelve months ending Dec. 31st, 1906. This is the record of the

7-20-4
10c Cigar

Thirty-two years New England's Favorite.

R. G. SULLIVAN, Mfr.
Manchester, N. H.

ATLANTIC SHORE LINE RY.

(Western Division)

In effect Sept. 17, 1906. Subject to change without notice. Unavoidable delays excepted.

Ferry leaves Portsmouth, connecting with cars:

For Eliot, Dover and South Berwick—6.55 a. m., and hourly until 9.55 p. m. Sundays—First trip at 7.55 a. m.

For Kittery and Kittery Point—6.25, 6.55 a. m., and half hourly until 10.55 p. m. Sundays—First trip at 7.55 a. m.

For York Village, York Harbor and York Beach, via P. K. & Y. Div.—6.55 a. m., and every two hours until 4.55 p. m. Sundays—First trip at 8.55 a. m.

For York Village, York Harbor and York Beach, via Eliot and Robe—6.55 a. m., and every two hours until 9.55 p. m. Sundays—First trip at 7.55 a. m.

For Salmon Falls Bridge, South Berwick—6.30 a. m., and hourly until 10.30 p. m. Sundays—First trip at 8.30 a. m.

Leave Salmon Falls Bridge, South Berwick:

For Dover, Eliot and Portsmouth—6.00 a. m., and hourly until 10.00 p. m. Sundays—First trip at 8.00 a. m.

For York—8.00 a. m., and every two hours until 10.00 p. m. Sundays—First trip at 8.00 a. m.

Leave York Beach:

For Dover and Salmon Falls Bridge, South Berwick—7.30, 9.30 a. m., and every two hours until 9.30 p. m. Sundays—First trip at 9.30 a. m.

For Portsmouth, via P. K. & Y. Div.—5.45, 6.30, 8.30 a. m., and every two hours until 4.30 p. m. Sundays—First trip at 8.30 a. m.

For Portsmouth, via Rosemary and Eliot—7.30, 9.30 a. m., and every two hours until 9.30 p. m. Sundays—First trip at 9.30 a. m.

Leave Sea Point:

For Portsmouth—6.00 a. m., and half hourly until 10.30 p. m. Sundays—First trip at 7.30 a. m.

Leave Rosemary Cottage:

For Portsmouth and Kittery—6.00, 6.30, 7.30 a. m., and hourly until 10.30 p. m. Sundays—First trip at 8.30 a. m.

Close connections can be made between Dover and York Beach via Eliot, Kittery and Kittery Point.

W. G. MELOON, Gen. Mgr.
Tel. Call—41-2 Portsmouth.

U. S. NAVY YARD FERRY TIME TABLE

October 1 Until March 31

Leaves Navy Yard—8.20, 8.40, 9.15, 10.00, 10.20, 11.15, 11.45 a. m.; 1.35, 2.00, 3.00, 4.00, 4.35, 5.00, 1.50, 7.45 p. m. Sundays, 10.00, 10.45 a. m.; 12.15, 12.35 p. m. Holidays, 9.30, 10.35, 11.30 a. m.

Leaves Portsmouth—8.30, 8.50, 9.30, 10.15, 11.00, 11.30 a. m.; 12.15, 1.45, 2.30, 3.30, 4.23, 4.45, 5.30, 6.00, 10.00 p. m. Sundays, 10.07 a. m.; 12.05, 12.25, 12.45 p. m. Holidays, 10.00, 11.00 a. m.; 12.00 p. m.

*Wednesdays and Saturdays.

C. P. REES,
Captain, U. S. N. Captain of the Yard.

Approved: W. W. MEAD,
Rear Admiral U. S. N., Commandant.

WINSLOW T. PERKINS, Supt.
C. M. BURT, Gen'l Pass. Agt.

PORTSMOUTH AND EXETER ELECTRIC RAILROAD TIME TABLE

Cars leave Exeter, Boston and Maine station, for Portsmouth—5.45, 7.45, 8.45, 9.45, 11.45 a. m., 1.45, 3.45, 4.45, 6.45, 7.45, 9.45, 11.45 p. m.

Cars leave Market square, Portsmouth, connecting with cars at Portsmouth Plains for Exeter—6.35, 7.35, 8.35, 10.35 a. m., 12.35, 2.35, 4.35, 5.05, 6.35, 8.35, 10.35 p. m.

Sunday cars start two hours later and run the same as on week days except the 7.35 a. m., and 5.05 p. m. trips, which are cancelled for that day.

*To Stratham only.

FOR TEN YEARS

We have been engaged in the Granite and Marble business in the neighborhood of Dover, and in the city of Portsmouth, for ten years.

Our business has been growing steadily, and we are now in a position to undertake any and every order for Granite and Marble.

Our prices are reasonable, and our work is guaranteed.

Our office is at the corner of High and Water streets, in the city of Portsmouth.

Our telephone number is 1234.

Our business hours are from 9 a. m. to 5 p. m.

Our address is 1234 High Street, Portsmouth, N. H.

Our name is FRED C. SMALLEY.

Our motto is "Satisfaction Guaranteed."

Our contact information is 1234 High Street, Portsmouth, N. H.

Our website is www.fredcsmalley.com.

PORTSMOUTH ELECTRIC RAILWAY

Winter Arrangement—In Effect Monday, Sept. 17, 1906

Subject to change and correction without notice.

Main Line—Outward

Leave Portsmouth (Market Square) for North Hampton 6.15 a. m. For Lang's Corner, Cable Road, Ite Beach, Little Boars Head and North Beach (E. H. & A. Junction) at 7.05 a. m., and hourly until 9.05 p. m. For Cable Road only at 9.50 a. m., 10.45 a. m., 11.05 p. m. Sunday only, for North Hampton, 7.35 a. m., Sunday only, for Sagamore Hill, 10.05 a. m. On Theatre Nights 10.05 p. m. car waits until close of performance. Cars leaving 10.05 a. m., 1.05 p. m., 3.05, 4.05, 5.05, 7.05, 8.05 and 9.05 p. m. make connection for North Hampton.

Main Line—Inward

Leave North Beach (E. H. & A. Junction) at 8.05 a. m., and hourly until 10.05 p. m. Leave Cable Road at 6.10 a. m., 7.30 a. m., and 10.40 p. m. Sunday only, leave Sagamore Hill for Market Square at 10.23 a. m.

Plains Loop

Via Middle Street and Via Islington Street—Leave Market Square at 6.35 a. m., 7.05 a. m., and half hourly until 10.35 p. m. and 11.05 p. m. Via Middle Street only at 10.35 p. m. Sundays.

Last cars each night run to car barn only.

Christian Shore Loop

Via Islington Street and Via Market Street—Leave Market Square at 6.35 a. m., 7.05 a. m., and half hourly until 10.35 p. m. and 11.05 p. m.

Running time from Market Square to B. & M. Station via Islington street, 16 minutes; via Market street, 4 minutes. Last cars each night run to car barn only.

North Hampton Line—Weekdays

Leave Cable Road 7.00 a. m., 8.00, 9.00, 10.30, 11.30 a. m., 3.00 p. m., 5.45, 7.05 p. m., connecting with 7.41 a. m., 8.30, 11.19 a. m., 2.35 and 5.13 p. m. trains for Boston.

Leave North Hampton Station for Little Boars Head only 11.55 a. m., 11.00, 12.30, 2.30 p. m., 5.05 and 6.25 p. m., connecting with 9.28 a. m., 11.55 a. m., 2.30 p. m., 5.05 and 6.21 trains from Boston.

Leave North Hampton Station for Little Boars Head only 11.55 a. m., 11.00, 12.30, 2.30 p. m., 5.05 and 6.25 p. m., connecting with 9.28 a. m., 11.55 a. m., 2.30 p. m., 5.05 and 6.21 trains from Boston.

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NEARLY A HEART BREAK

By WALLACE MASON

The river was a stream of moving life. Gay voices rang in a silver challenge across the crowded waters. Mingling with them was the sound of strident instruments and minstrel songs. It was the last day of the regatta.

"Well, everything must have its appointed end, even the regatta," said Arneston a little sentimentally.

The girl who was seated by his side on the deck of the houseboat Glow-worm looked up at him with a strange light in her deep brown eyes.

"Shall you be sorry?" she asked in a sweet, rich voice.

"Yes, I shall be sorry," he answered, simply. "I thought I'd grown altogether tired of the river. It's about the tenth year running I've been here. But my interest in it has revived. I shall remember this regatta as long as I live."

"Why?" she asked, and she looked at him curiously.

"I'm 40 now, Miss Basset. I've always had everything I've wanted as long as I can remember. I have tried most things, and had become a little weary of them all. And then all at once it was just as if I had walked out of gloom into eternal sunshine. These last three days are the most perfect my life has ever known."

"That sounds as if you were in love," she said, smiling.

"It is love," he said; "and it is you I love."

There was sudden silence between them. She did not move, but her attitude became a little rigid, her smile died.

"I cannot marry you," she said at last.

"I care for you as I have never cared for any other woman."

"My refusal will pain you, then. I am glad, because it is my wish to pain you."

Arneston gazed at her in blank amazement.

"Eight years ago I had a friend whom I loved as I should have loved my mother had she lived. She met a man here who made her love him. She loved him as only such a woman could love. She kept back no reserve of love. That woman's name is Agnes Reid."

The girl paused and looked at her companion closely.

The man did not speak. She fancied he had started—that was all.

"It pleased this man to win her love that he might cast it back at her. He gave her up—just her. She came home to us—my father and me—her old friends. I knew nothing of this man or his name until after she died, and then I found some letters which told me all."

"And who was he?"

She leaned forward, her eyes were blazing in the darkness.

"That man was yourself. Those letters were signed by you. It was you who killed this woman."

"I see."

The words were spoken dully, without any feeling whatever.

"When I first met you," she continued, "I saw—a woman can always tell—that I attracted you. I resolved to do all in my power to make you care for me seriously. I wanted you to say what you have said to-night, that you loved me, that I might tell you this story, and give you that as my answer."

"A kind of revenge? Well, at any rate, Miss Basset, you have made me go through a severe quarter of an hour. As for my defense—well, I will not trouble with that."

He raised his hat and turned away. Miss Basset watched him until the shadows swallowed his form up.

THE HERALD.

NOTICE TO SUBSCRIBERS

Should you fail to receive your Herald regularly communicate with the office at once either by telephone, No. 37, or by messenger. We intend to give careful attention to our delivery system. Subscribers can pay bills monthly at the office or to the collector.

F. W. HARTFORD,
Treasurer.

THE TEMPERATURE

Twenty-five degrees above zero was the temperature at THE HERALD office at two o'clock this afternoon.

CITY BRIEFS

Cooler this morning.
Now for the appropriation bill.
City Hall is a busy place just now. Slippery walking Saturday evening.
This is certainly an energetic Legislature.
This week's events are not very numerous.
The February magazine is arriving ahead of time.
Kittery has furnished more or less excitement of late.
The Legislature will now consider the passage of bills.
The city council meets on Wednesday evening this week.
Have your shoes repaired by John Mott, 34 Congress street.
Mileage and railroad acts are numerous in the Legislature.
Low Docketader's minstrels at Music Hall tomorrow evening.
That fire department ordinance is rather sweeping legislation.
The sailors of the Dubuque and Paducah leave us this week.
A little more of sleighing would be appreciated by the horsemen.
The New Hampshire Legislature is asked to protect claims and snells.
Social club activity is greater even than has been customary in the past.
Portsmouth secret orders are entertaining and energetic organizations.
Weekly meetings of the city government do not please the City Hall reporters.
Men in official positions have lately shown great interest in Portsmouth navy yard.
This has been one of the quietest winters on record with the police, up to the present time.
March, June, September and December are the only months in 1907 having five Sundays.
See Low Docketader and his 70 assisting minstrels at Music Hall on Tuesday evening.
The members of the High School senior class are jubilant over the success of their benefit.
Portsmouth merchants are offering some attractive bargains in connection with their midwinter sales.
Dartmouth seems to be making up by its hockey and basketball work for what it failed to do in football.
The grip is claiming a great number of victims, but Portsmouth has not suffered as some other cities have.
There seems to be a wide difference of opinion at Concord as to the proper method of settling the mileage question.
Low Docketader is a gentleman who is always popular in Portsmouth and a welcome that will gladden his heart awaits him in this city.
It's a bit queer that every new city government is imbued with boundless enthusiasm, but that this enthusiasm is usually cooled after a month or two.
Citizens in general are convinced that the present city government aims to conduct the affairs of the city in accordance with business principles.
A collection of the best minstrels in the world will be seen with Low Docketader at Music Hall tomorrow evening.

P. A. C. TOURNAMENTS

The pool and billiard tournaments of the Portsmouth Athletic Club will start today (Monday) the finals to be played on or before March 16. There are twelve billiard and twenty-two pool entries, the largest number in years.

MR. MILLER RESIGNS

Walter G. Miller, formerly of this city, has resigned his position as master shipfitter at the naval station at Cavite, Philippine Islands, owing to ill health. Mr. Miller has held his position at Cavite for four years.

A specific for pain—Dr. Thomas' Electric Oil, strongest, cheapest, liniment ever devised. A household remedy in America for 25 years.

PORTSMOUTH LOST

Defeated At East Boston Saturday Evening—Other Games

It was a bit surprising that the Portsmouth basketball team, after playing all around the team of the East Boston Catholic Literary Association in this city, winning by the one-sided score of sixty-two to twenty-two, should journey to the island suburb of the New England metropolis on Saturday evening and meet defeat. It was perhaps, still more surprising that the East Boston team should triple the Portsmouth score, making, to be exact, thirty-three points to eleven chalked up for the five from this city.

However, the apparently irreconcilable scores can probably be easily explained. It is not likely that Portsmouth is at any time, playing on even terms, forty points superior to East Boston. On the other hand, all things being equal, East Boston is certainly not twenty-two points superior to Portsmouth. In this city, the team with the long name played under professional rules, with which it is not familiar. At East Boston, the Portsmouth men played under the amateur rules, which proved a great handicap. If it were possible to find absolutely neutral grounds, the Portsmouth team would undoubtedly win. Basketball as played under the rules of the old New England League is a vastly different game from basketball played under the rules governing most amateur and semi-professional teams. When this is taken into consideration, the results of the two games played between East Boston and Portsmouth are not so puzzling.

Portsmouth was obliged to play without Regan on Saturday evening. But it is announced that he will hereafter be permanently attached to the local team. East Boston was aided by Jack Cummings the famous Dorchester Athletic Association player, who was the undoubted star of the winning team, although Hagman and Glynn did good work. Cragen, Pollansbee and Sheridan were conspicuous for Portsmouth.

The summary:
East Boston (33) (11) Portsmouth
Glynn H. 10
Hagman R. 10
Ahearn C. 10
Cummings J. 10
Cragen H. 10
Pollansbee S. 10
Score—East Boston Catholic Literary Association 33, Portsmouth 11.
Goals from floor—Hagman 5, Cummings 4, Glynn 3, Hoyt 2, Ahearn 2, Cragen, Sheehan, Lacasse. Goals from fouls—Cragen 5, Glynn. Referee—Davis. Scorer—Duffy. Time-keeper—O'Neill. Time—Twenty minute halves.

Other Games

Dartmouth on Saturday evening played its first game in the New England Intercollegiate League series, putting it all over Wesleyan by a score of sixty-three to nineteen. Wesleyan had previously beaten Harvard by one point. Dartmouth has won seven straight victories and not yet been defeated.

New Hampshire College lost to the University of Maine at Orono on Saturday evening, forty-eight to eleven. As in the game between East Boston and Portsmouth, a conflict of rules made the contest more or less unsatisfactory. New Hampshire has been playing under the recognized amateur rules and Maine under what is known as the collegiate regulations. On its own floor, the rules with which Maine is familiar were enforced, but when the return game is played at Durham New Hampshire will be given the advantage in this respect.

Regan played on Saturday with the Institute Athletic Association team at Fitchburg and was unable to save his team from a bad defeat. Jimmy Healey, formerly of the Newburyport New England League team, was one of Regan's comrades in disaster.

POLICE COURT

Three cases of intoxication required the attention of police court today (Monday). James McSweney, Patrick Browne and William Hitchcock all pleaded guilty to the charge of drunkenness and were each fined \$1.00 and costs of \$6.90 by Judge Shmes.

A woman charged with keeping a disorderly house was arrested this (Monday) forenoon and her case will come up at a special session at three o'clock this afternoon.

COMMITTEE ON STREETS TO MEET

The committee on streets, Councilmen Newick, Payne and Ward and

You Won't Get Fooled

If you take my advice on the piano question, for I shall then sell you a RELIABLE PIANO—an EMERSON for instance.
Cash or easy terms.

H. P. Montgomery,

6 Pleasant Street Opp. P. O.
"The Original Portsmouth Piano House."

Mayor Hackett, will meet tonight to act on matters requiring attention. It is understood that Street Commissioner Ridge will make known his wants at this meeting and that the surveyors of highways in the rural districts will be appointed.

MEETING IN DOVER

Of the Brotherhood of Railway Freight and Baggage Men

A large and enthusiastic special meeting of Division 109 of the Brotherhood of Railroad Freight and Baggage Men of the Boston and Maine railroad was held in Dover on Sunday. There were 129 members present from Dover, Portsmouth and other places.

It was voted that Division 109 hold a ball in Dover for the sick benefit fund, and the following ball committee was appointed:

George H. Bennett of Dover, chairman, G. L. Thompson of Boston, Secretary, E. H. Ridley of Dover, B. F. Thomas of Rollinsford, J. H. Thomas of Portsmouth and F. J. Stevens of Somersworth.

The next special meeting will be held at Portsmouth March 31. The meeting ended with a banquet.

NO APPOINTMENT YET

Rev. Fr. Guertin Not Named as Bishop of Manchester

No definite statement has been made in the matter of the bishopric appointment for the Diocese of Manchester. Although the announcement was made several weeks ago that Rev. Fr. Guertin of Manchester would be the next head of the diocese, nothing has been heard up to date of his official appointment.

The delay is said to cause some anxiety among the clergymen of the state, who expected that the office would be filled before 1907 came in.

MINSTREL SHOW

To Be Given Later by Knickerbocker Social Club

The Knickerbocker Social Club, recently organized at the North End, has taken club quarters at Noble's Island and will be heard from later in a public minstrel performance, for which the members are now rehearsing.

The officers are President, Winfield Gray; vice-president, William Peirce; treasurer, Nelson Walker; recording secretary, Thomas Parham; financial secretary, Ellsworth Peirce.

OBITUARY

Mrs. Persis L. Bufford

The death occurred on Sunday at her home on Richards avenue of Mrs. Persis L. Bufford, at the age of seventy-seven years. She had been ill for about three weeks and for several days before her death the end had been hourly expected.

Mrs. Bufford was the widow of Judge Marcellus Bufford, long a prominent resident of Portsmouth. She was born in Newburyport, but had long lived in this city. She was one of the best known and most highly esteemed women in Portsmouth and her death will be the cause of deepest grief.

Her life was governed by the principles of Christianity and her fine qualities of mind and character won the affection of all who came in contact with her. Her passing has saddened practically the entire community.

Mrs. Bufford was for many years a member of and a regular attendant at the North Church and that society and parish will keenly miss her. She is survived by one son by an earlier marriage, Frank Shackley of Boston.

Charles N. Norton

Charles N. Norton died this (Monday) morning at his home in Greenland, aged seventy-one years. He leaves one sister, Miss S. Augusta Norton.

PERSONALS

Eliza T. Cotton is in Boston today.

Joseph E. Hoxie made a business trip to Boston today.

J. Albert Walker came down from Boston this morning.

Mrs. John Lavery is ill at her home on Gates street.

William Sheridan has taken a position with B. M. Tilton.

James Mooney was called to Boston on Sunday by the illness of his sister.

Miss Abina Lynch and Miss Edna Kane visited Swampscott, Mass., on Sunday.

William L. Sabine of Boston passed Sunday with his mother in this city.

Mrs. Allen Tobey of South Eliot, who has been seriously ill, is slowly improving.

Miss Mary Reagan and Miss Elizabeth McCann passed Sunday in Ipswich, Mass.

License Commissioner John Kivel of Dover was a visitor in Portsmouth on Saturday.

Miss Julia Callaghan was called to Winchester, Mass., on Sunday by the death of a relative.

S. Leroy Prime of Boston was the guest of his parents, Mr. and Mrs. C. H. Prime, on Sunday.

Mrs. Allen H. Robinson has returned to this city after a sojourn of several weeks in Massachusetts.

D. H. McIntosh left today (Monday) to attend the New York and Grand Rapids Furniture exposition.

Manager Charles Towle of the Ben Hur Company passed Sunday in this city, the guest of his brother, Dr. F. S. Towle.

Mr. and Mrs. Thomas Mullen have returned from their wedding tour and taken up their residence at 49 Cass street.

Former Alderman H. E. Hartford of Dover has taken a residence in this city, where he is engaged in the insurance business.

John Griffin of New Vaughan street, who has been seriously ill at his home, is greatly improved and is able to be out once more.

Francis T. French of East Kingston, who has been the guest of his daughter, Mrs. Robert G. Rowe of Cass street, has returned home.

Miss Maud Hutchins of Laconia, who has been the guest of Mrs. Edwin F. Rowe of the Langdon House for a few days, returned home today.

Arthur F. Howard, inspector for the Granite State Life Insurance Company, has been inspecting the fire department apparatus and the hydrant service of Laconia.

State Superintendent of Public Instruction Henry C. Morrison, formerly superintendent of schools in this city, has been elected secretary of the state normal school.

John Shen, engaged in the electrical business at Tampa, Fla., who has been visiting his father, Dennis Shea of Sagamore avenue for the past month, started for the South today.

Mrs. J. Kennard Tracey, nee Miss Mildred Baratto, formerly of this city, passed through here on Sunday on her way from Boston to Portland. Several old-time friends greeted her at the railroad station when the train made the usual stop.

LOCAL HIBERNIANS WILL ATTEND

It has been decided to hold the annual celebration of the Ancient Order of Hibernians in Manchester on Saturday, March 16, the seventeenth falling on Sunday. At a meeting of the local members of the order held on Sunday, it was voted to attend the celebration.

A PORTSMOUTH CASE

A Portsmouth case, that of Lena J. Raleigh against the Rockingham County Light and Power Company, is being tried in superior court at Exeter today.

HE'S THE LEADER

Sagamore Avenue Poultry Fancier at Least a Mile Ahead

A well known fancy poultry man on Sagamore avenue is said to have all the hen men at The Creek beaten a mile in the production of domestic poultry.

This is due to the fact that he has found a new food for his stock. He has discovered that a diet of the nests of the brown-tail and gypsy moths is just the thing for hens and no advance in the price of grain causes him any worry at this time of year. He considers that he has it on them all.

THEY ARE READY

Young Basketball Players Out With a Challenge

Here is a young and right smart basketball team, which is out with a challenge to any team of players of the same age and size in the city.

The captain is W. McWilliams and he is waiting to hear from any team at the South End, the Christian Shore or The Creek.

The lineup of his team is as follows:
A. F. Flanagan, W. McWilliams, captain, B. Shannon, F. Bean, W. Mates, L. McDonald.

CATHOLIC CHURCH NOTES

The bans of marriage were published for the second time on Sunday between Patrick Donovan and Mary Mahoney.

It has been decided to hold the reunion celebration on two nights, Feb. 7 and 8, instead of one night. On the first night there will be an entertainment and sale and on the second, a concert and dance. A full orchestra will assist on both evenings. The children will be given an afternoon by themselves on Friday, Feb. 8.

The Holy Name Society and the senior members of the Sodality met on Sunday.

A NEW BRICK BLOCK

On the land at the corner of Penhallow and Daniel streets, lately purchased by J. B. Pahl, will be erected a large brick block with dwellings, a store and baker shop. Plans are said to be in the hands of the architect.

PETER HAPPY

Peter Zacharias is decidedly happy today and there is an addition to his customary smile, not over any rush in the banana business, but because of the arrival of a daughter at the family home on Sunday.

THREE CORNERED LEAGUE

Manager Gray of the Portsmouth basketball team expects to enter his team in a three-cornered league with Fitchburg and Newport.

If you want an ideal motor power Say, the fraction of a horse To run all day by day or hour With a minimum of loss A most effective little motor A jolly little elf A great good-nature promoter That goes all by itself To run an air or water pump Fan or sewing machine To keep the air upon the jump And always fresh within To rock the cradle, organ blow Or run an elevator Keep ice cream freezer on the go Or pop corn agitator Than come straight to 10 Pleasant St. Your want supplied you're sure to meet.

ROCKINGHAM COUNTY LIGHT & POWER CO.

25 CENTS

Will buy a regular dinner at the

The Blue Front Restaurant

7 Vaughan Street

Give us a call and criticize our cooking, we think you will be pleased.

Meals at all hours

Octave Latourrelle, Proprietor.

Frank Goings, Chef.

We Have the Goods

Received today a fancy lot of Vermont Dairy Butter in 10 lb. tubs, which we are making low prices on.

F. E. LOUGEE, 18 Daniel Street Telephone 825-2.

\$3.50 TO \$2.98

We shall continue for this week to sell our regular \$3.50 Shoe for Men at.....

\$2.98.

Box Calf, Blucher and Bal.

A few odd sizes in Women's and Children's at 50c

58c Per Pair.

THE WHITE SHOE STORE
Duncan & Storer,
5 MARKET ST.

CHAS. J. WOOD
MERCHANT TAILOR.

Army and Navy Uniforms and Equipments

Imported and Domestic Doeskins
Broadcloths and Serges

TELEPHONE 311-12.

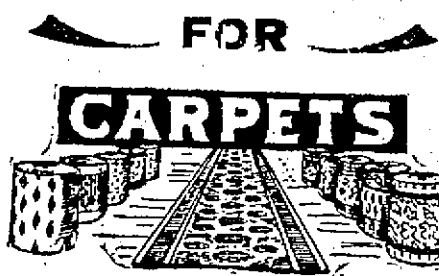
BLAKE WHISKEY SCHLITZ' LAGER
JONES' ALE
ELDRIDGE'S LAGER PORTSBURGER LAGER

Andrew O. Caswell
BOTTLER,

12 1-2 Porter St. Telephone Connection.

PORTSMOUTH HALF STOCK ALE.
BUDWEISER LAGER ARMOUR'S EXTRACT OF BEER

Bargain Centre of Portsmouth



MATTINGS AND RUGS.

10 rolls of fine Velvet Carpet, good quality, price

90c Per Yard.

8 rolls of fine Tapestry Carpet, sale price

70c.

10 rolls of China Matting of all colors, regular price 30c, sale price

25c.

Rugs in 8-3x10-6 and 9x12, in best designs,

\$13.50 to \$40.00.

CALL AND LOOK THEM OVER.

OLIVER W. HAM.